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Edited by Sir John Hammerton

FOURPENCE WEEKLY

H.M.S. NELSON, 34,000-ton battleship operating with the Western Mediterranean Fleet, was one of the naval units protecting the very important convoy which successfully defied the dangers of the Sicilian Channel towards the end of July, 1941. The story of the desperate enemy attacks made upon this convoy and an eye-witness account of the successful naval defence are given in pages 31 and 45 of this volume. Above is an actual photograph of H.M.S. Nelson taken during the three-day period of incessant attacks. *Photo, British Paramount News*

The Way of the War

THE TRAGIC IRONY OF INDIA AT WAR

Four Hundred Millions in Search of —— What?

EVEN in this country, where not one in a thousand has read anything about India save Macaulay's glowing accounts of those imperial swashbucklers, Clive and Warren Hastings, and the even more colourful pages of Katharine Mayo, who investigated—and smelt—the Indian scene with truly American intelligence and zest, there are many who are surprised, even a little perturbed, when they are told that in India the prisons are full of men whom, if they were anything but Indians, we should be proud to acknowledge as friends.

Men who hate Nazism even more than they hate British imperialism, who denounced appeasement of the aggressors when it was the policy of his Majesty's Government, who are (by all accounts) better democrats and more liberal-minded than the leaders of the Labour Party—by the hundred and thousand they are being gaoled; former prime ministers, hundreds of Indian M.P.s, Trade Union officials, leaders of cultural organizations and of the women's movement, Moslems and Hindus and Christians, men of high caste and of none . . . And while these are going to prison we are still on excellent terms with the Indian princes, petty despots some of them and autocrats nearly all . . .

THE situation in India today is, indeed, filled with a tragic irony. The Indian democrats are in prison or concentration camps because they are Nationalists. They want to see achieved in India what Britain and her Allies are fighting for in the world at large.

India is in the war. The great mass of Indians, whatever their caste and class, their race and religion, want Britain to win, for they see clearly enough what would be India's fate in a world dominated by the spirit of totalitarianism, whether that be expressed in the Japanese or in Hitler's swaggering bullies, made drunk on the heady rubbish of racialism. But when war was declared in 1939, though Britain asked Canada to stand by her, asked Australia, asked New Zealand and South Africa, she did not ask India. India, whose 400 millions outnumber all the peoples of Britain and the Dominions, was not consulted. Instead, the Viceroy made a simple declaration that India was at war.

"The declaration by the British Government of India as a belligerent country, without any reference to the people of India, and the exploitation of India's resources in this war, is an affront which no self-respecting and freedom-loving people can accept or tolerate." So the All-India Congress has declared—Congress, the largest Indian political party, representative of the great mass of the Hindus, and to a considerable extent of the Moslems, too. Since 1939 Congress has declared time and again that, though it is still as strongly opposed as ever to Nazism, it cannot and will not cooperate with Britain in the war until Britain gives India her freedom. Similar declarations have been made by the Moslem League, chief rival of Congress, and the Indian Liberals.

WHAT do they mean by freedom? Before the war Britain promised India dominion status, and that promise still holds good, although its fulfilment has been deferred until after the war. Many Indians believe that a renewal of that promise would go far to close the breach between Britain and India, since it might well secure the support of the more moderate elements in the Nationalist camp. But Congress is committed to complete independence; it demands that Britain shall make a formal acknowledgement of India's independent status, and as an immediate step should set up at Delhi a truly national government.

Then there is Mr. Jinnah, leader of the Moslem League: he, too, wants independence, but he also wants to be assured that under no circumstances will India's 90 million Moslems be placed under the rule of the Hindus, from whom they are separated by a vast gulf of religion and ways of life. Mr. Jinnah is committed to the "Pakistan Movement," which advocates the creation of a Moslem-controlled state in the Punjab and the surrounding provinces. The Hindus protest most strongly against this "vivisection of India," while the Sikhs declare that the Punjab, should it pass out of British hands, must revert to them.

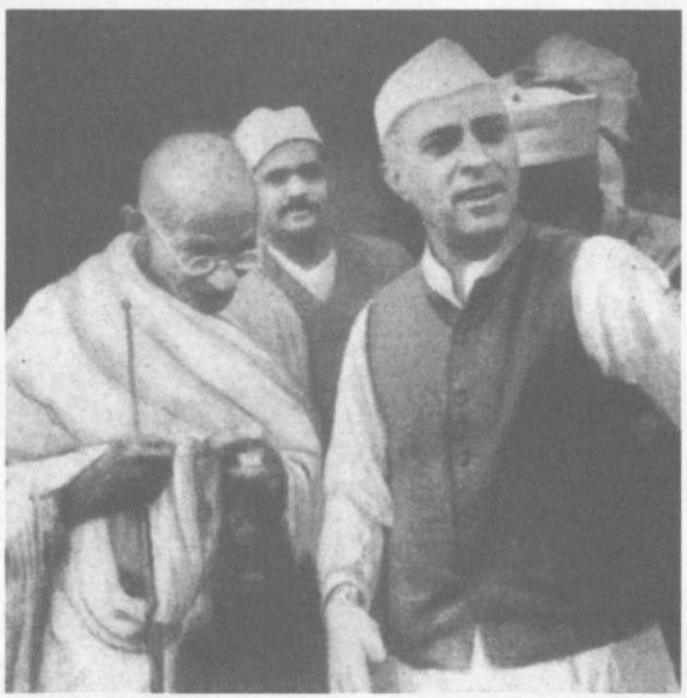
Nor shall we receive much enlightenment if we inquire of the two Indians whose names are known even in England . . . Mr. Nehru declares that "We want to be completely free, with no reservations or exceptions except such as we ourselves approve in common with others, in order to join a federation of nations or a new world order." He thinks that India should be closely associated in a federation with China, Burma, Ceylon, Afghanistan and Persia. "We are prepared to take risks and face dangers. We do not want the so-called protection of the British Army or Navy. We shall shift for ourselves . . ."

THEN Mahatma Gandhi, he wants *Purna swaraj*, which may be translated as self-government. He dreams of an India in which Hindu-Moslem rivalry will be at an end and "untouchability" no more, when village industries will have been established, when the peasant will be educated not only in letters but hygiene and husbandry, when there will be a common language (at present there are some 220) and a general economic equality.

There Mr. Gandhi shows his realism. He knows how foolish are the claims made by some Indian writers that only with the British did there enter into India misery and wrong. Was there no caste before Clive? Were there no untouchables, no widows who died on their husbands' pyres, no little children sold into unnatural marriage? Were there no horrible worships, no sly and hypocritical priests, no throngs of temple prostitutes, male and female servants of the gods—and those gods foul, obscene, bloodstained, altogether horrible? Was Benares in those days a model city, or did the Ganges run then, as now, a filth-filled stream, washing with its fetid tide banks of sewage?

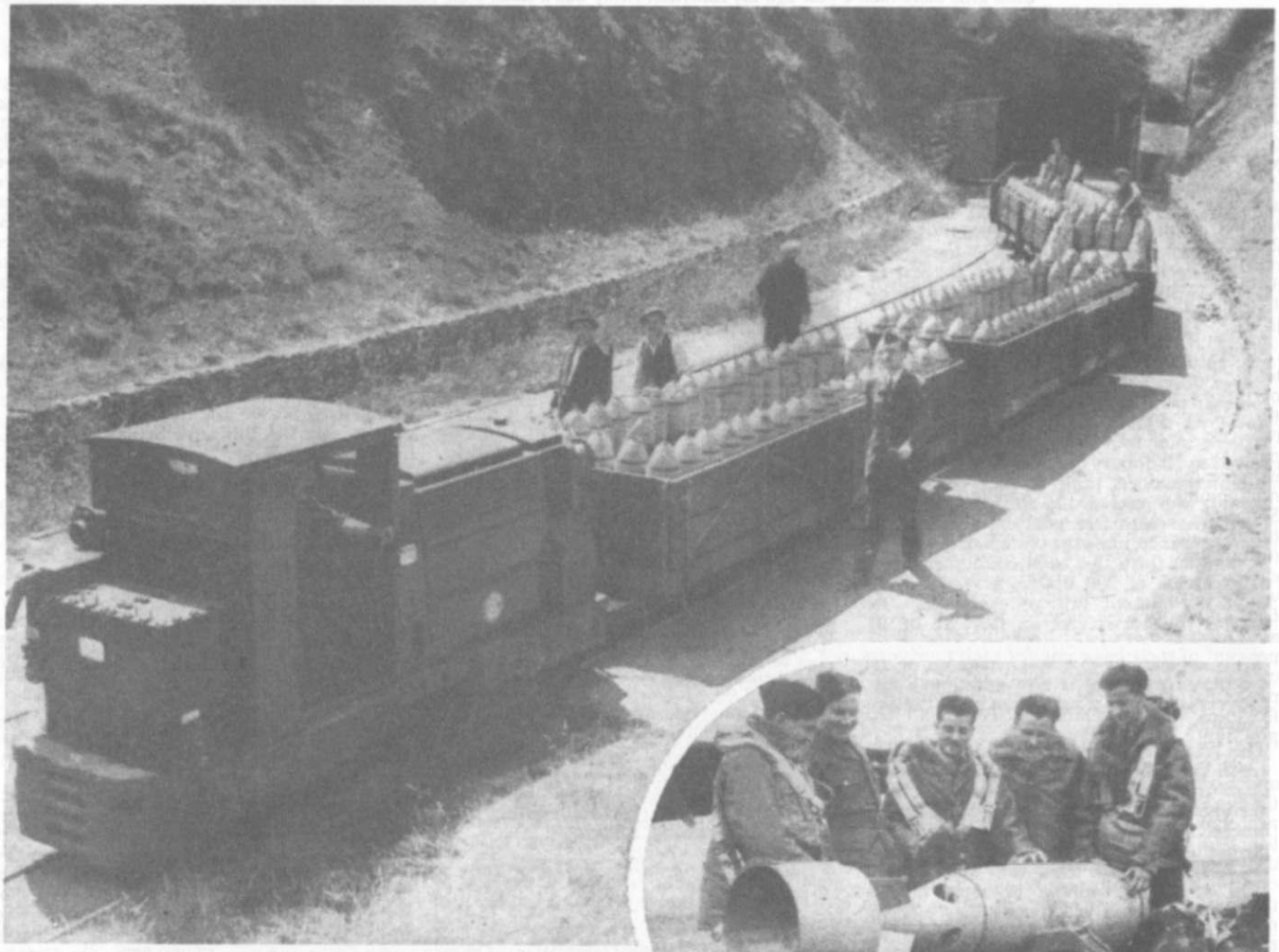
India's burden is made up of Nature's pestilences, famines and floods, of Man's inhumanity to man. So great a burden that only the cooperation of India and Britain can ease it, and then perhaps only a little . . .

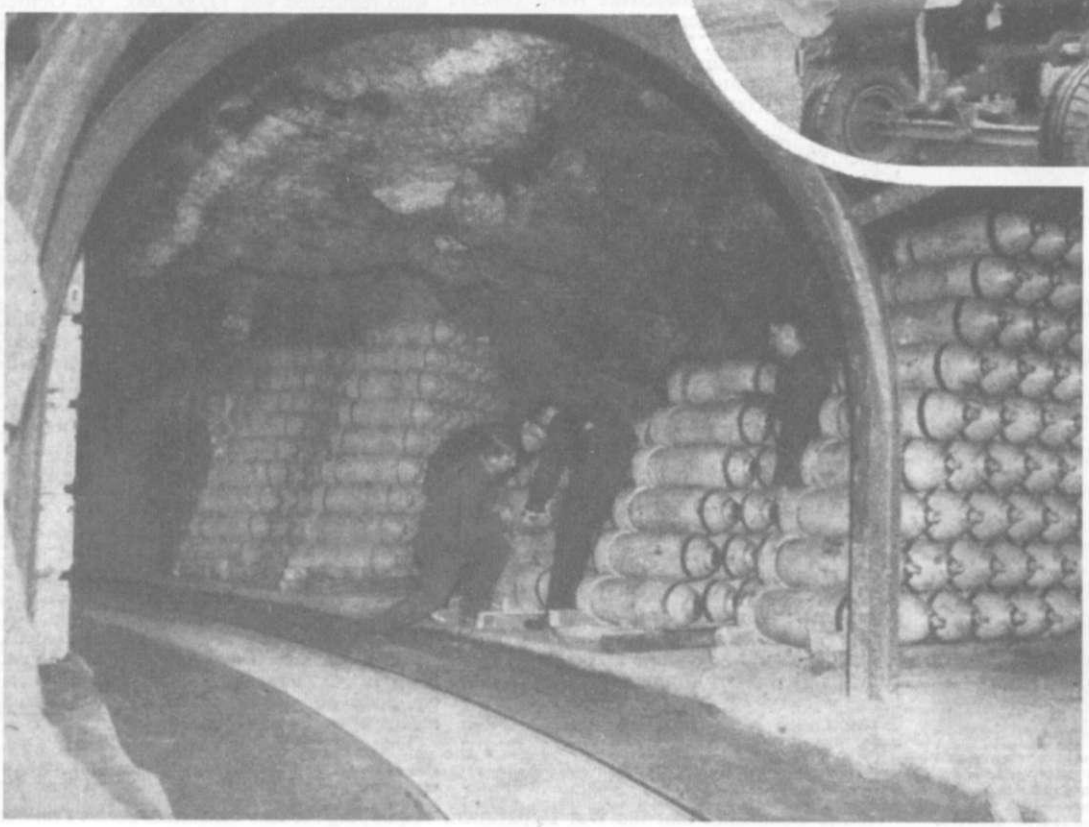
E. Royston Pike



GANDHI and NEHRU, most prominent spokesmen of Indian nationalism, are here seen together at Allahabad in 1939. Mahatma (Great Soul) Mohamdas Karamchand Gandhi was born in 1869, and for many years has been the leader of the non-violent civil disobedience movement in India. Pandit (Great Scholar) Jawaharlal Nehru is 20 years younger, and in spite of his Harrow and Trinity College, Cambridge, education, is even more left wing and anti-British in his views. *Photo, Planet News*

'Beautiful Bombs' Ready for the Boche





British spokesmen have promised that the Nazi air blitzes on the cities of Britain will be repaid with interest. Some of the British bombs which will be unloaded on vital military objectives in the Reich are seen in this page. Top, along a miniature railway passes a load of destruction from an underground ammunition dump. Above, Canadian crew of a Wellington bomber examine their cargo with satisfaction. Left, stacking bombs in an underground dump: the first stage on their journey to Germany.

Photos, British Official; Fox

America's New Army in the Making

Until little more than a year ago the American Army was a small-scale professional organization since it was not contemplated that it would ever again have to go overseas as it did in 1917-18. But following the increasing appreciation of the Nazi menace to the security of the Western Hemisphere, the U.S.A. has now embarked upon a huge policy of Army expansion.

LITTLE more than a year ago the Regular Army of the U.S.A. numbered 265,000, or, with the addition of the National Guard (243,000), about half a million. Last March it passed the million mark for the first time since the World War. The latest available detailed figures are those for April 12 last, when it comprised 487,000 Regulars, 286,000 National Guard, 38,000 reserve officers recalled to duty with the colours, and 374,000 selective service trainees—a total of 1,185,000. Its present strength is said to be in the neighbourhood of 1,500,000.

The U.S. Regular Army consists of volunteers. In the first instance men enlist for one or three years, but all re-enlistments are for three-year periods. A newly enlisted private receives 21 dollars per month—say 3s. 6d. per day; after four months' service his pay is raised to 30 dollars per month. The highest non-commissioned rank is that of Master Sergeant, who receives 126 dollars per month, though what with free quarters and service, ration allowance, uniform, underwear, medical care, and so forth, his total emoluments are well in excess of 200 dollars a month—say £50 at the present rate of exchange. In addition, soldiers receive an increase of 10 per cent of their basic pay for each four years of army service, up to a total increase of 25 per cent. Then there is also additional pay for specialists, up to a maximum of 30 dollars per month.

The National Guard is a kind of militia, and dates in its present form from 1933, though the name goes back to 1824. In peacetime it is a State, not a Federal establishment. The men are required to do 48 drill periods yearly, each of not less than one and a half hours' duration, and also to put in 15 days' training in camp or on manoeuvres, during which time they receive pay, subsistence and travel allowances at the same rate as the regulars. For each of the 48 drill periods a man is entitled to receive a day's pay. The National Guard may be called out by the President with the concurrence of Congress, and this was done on September 2, 1940, when the President called out 60,000 National Guardsmen for 12 months' active duty as from September 16, so that they might be trained in modern warfare and also later aid the existing army personnel in training conscripts.

'TIN HATS' in the American Army are of two patterns. In this photograph the sergeant on the left is equipped with the new type, while his comrade wears the old helmet. *Photo. Wide World*

GEN. G. C. MARSHALL, Chief of Staff of the U.S.A. Army. He saw service in the Philippines and in France during the Great War. Under the American constitution the President is C.-in-C. of the Army. *Photo, Keystone*

The Officers Reserve Corps consists of officers of all grades, and has a strength of some 125,000; the higher ranks in particular are composed very largely of officers who served during the Great War. Officers may be called up for training not exceeding 15 days each year, and be ordered to go on active service at any time and for any period, although if a state of national emergency has not been declared this must be with their own consent. There is also a Reserve Officers Training Corps, consisting in the main of students at universities and secondary schools who must complete four years' military training before being transferred to the O.R.C. Its strength in 1940 was 170,000. Finally there is the enlisted Reserve Corps, consisting of men whose qualifications are such as to make them eligible for enlistment in the Regular Army; a year ago it numbered 28,000.

Millions of Trainees

So much for the volunteer forces. These are, it will be realized, though small, highly trained and keenly efficient. They are the basis on which is being formed the vast American army of tomorrow, an army recruited by conscription. In the U.S.A. this dates from last year. The Selective Training Bill, as it was called, was introduced into the Senate by Senator Burke and into the House of Representatives by Mr. Wadsworth on June 20, 1940; it proposed the registration of all men from 18 to 65, numbering 40 million, of whom those between the ages of 21 and 45 would be eligible for eight months' compulsory military training, the men chosen being selected by lot. The Bill was hotly debated since the opposition to conscription—in peacetime, too—was as great in the States as in Britain. General Marshall, U.S. Chief of Staff, told the Senate Military Affairs Committee that the War Department favoured compulsory military training as the only possible way of immediately bringing the Army up to its full strength; what the U.S.A. needed, he said, was a completely trained and equipped army of at least two million men if it was to defend the Western Hemisphere. Discussion on the Bill dragged on for many weeks until early in August President Roosevelt forthrightly declared that conscription was the most fair and effective means of obtaining man-power for the Army, and said that while it was true that during the last war the United States had been able to build up an army of four million men after war was declared, she would never be so fortunate again; it had been, he said, just sheer luck. But still the debate dragged on, and the President was not able to sign the Bill until September 13. In its final form it applied to all men between 21 and 35 years of age inclusive—about 16,500,000 in all—and it was also enacted that conscripts should not be required to serve outside the Western Hemisphere and American possessions, including the Philippines, and that the number of conscripts under training at any one time should not exceed 900,000. It was laid down that the conscripts should be paid at the rate of 21 dollars a month, rising to 30 dollars after the first four months of training, i.e. the same as the regulars. The period of service of the trainees was originally fixed at a year, but a Bill is now before Congress making the service period thirty months.

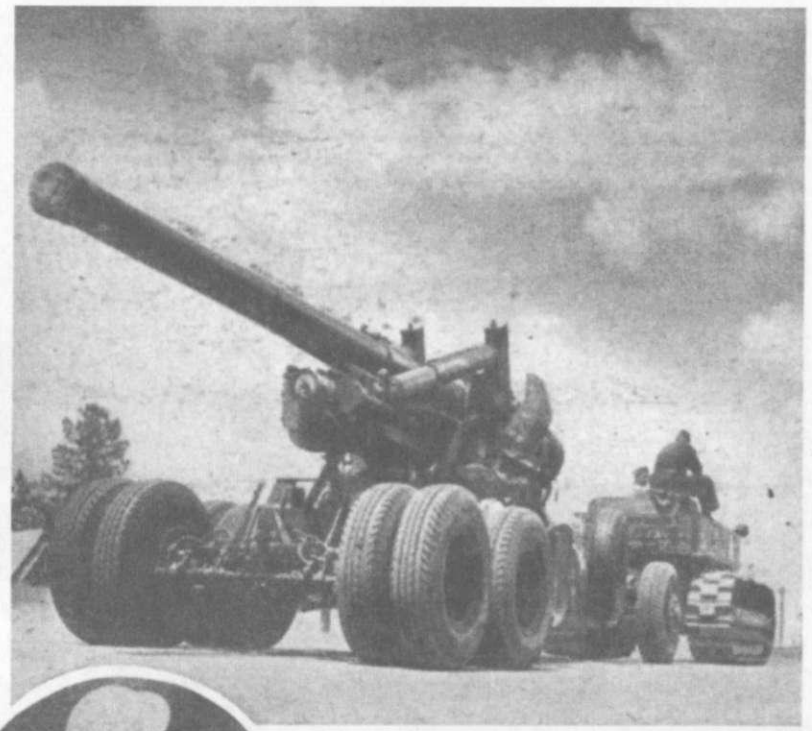
All male United States citizens between the ages specified, and all aliens who have declared their intention of becoming United States citizens, without any discrimination on grounds of race or colour, were required to register on October 16. Registration took place at 125,000 local registration offices throughout the country, and the total number who registered was 17,000,000. On October 29 the drawing which determined the order in which the first 800,000 men should be called up for training took place at Washington; and Mr. Stimson, Secretary for War, announced that by June 15, 1941, the full 800,000 would have been called up for training.

The Army of Tomorrow

In 1939 the Regular Army of the U.S.A. was based on three divisions, and even those three were little more than cadres. By the end of May 1940 there were five well-equipped infantry divisions, and within a few months this number had been increased to nine infantry divisions, one cavalry division, and two armoured divisions. As at present visualized, the new American Army will consist of nine army corps, each composed of one regular "triangular" division (i.e. one with three infantry regiments, 14,000 men in all) and two National Guard "square" divisions (i.e. one with four infantry regiments, each division being composed of 18,300 men), plus Corps, Army and G.H.Q. units. There will also be four mechanized divisions and two horsed cavalry divisions. The total strength will be 850,000, but in addition some hundreds of thousands of men are required for the overseas garrisons, the Army Air corps, and coastal and anti-aircraft defences. General Marshall has stated that the eventual goal is 45 infantry divisions completely equipped and 10 armoured divisions, which means upwards of 2,000,000 men.

That, however, is a matter for the future. At present America's problem—and that a very great and pressing one—is that of equipping the enormous man-power available.

Uncle Sam Goes In for Mechanization

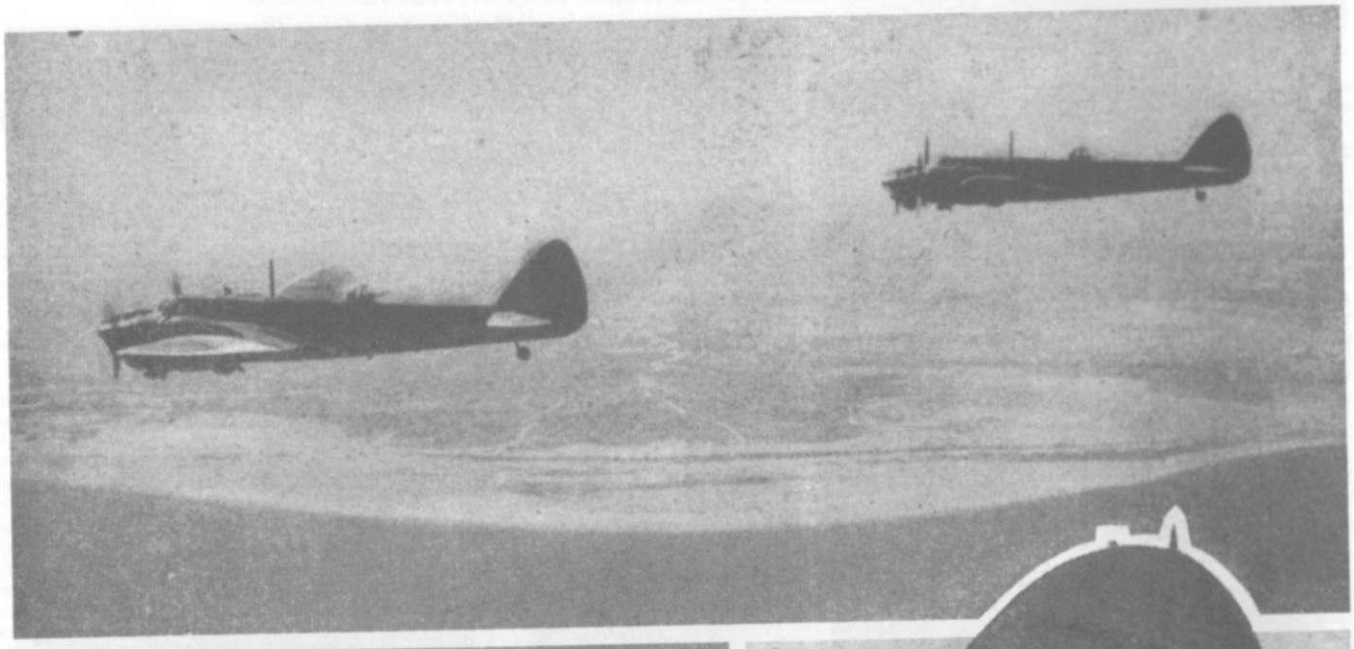


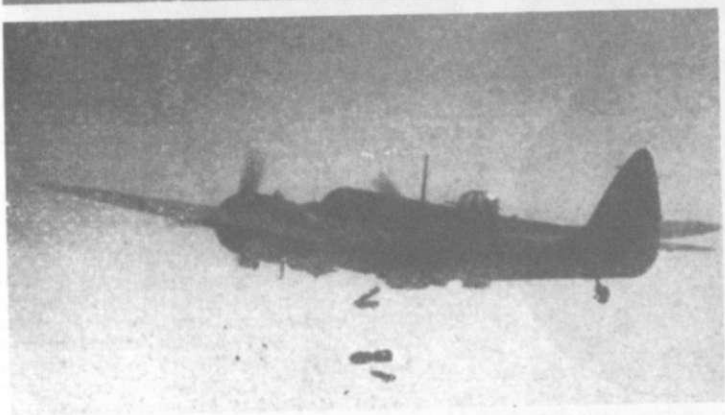
HEAVY ARTILLERY of the U.S. Army includes 155 mm. guns of the type seen above. Tractor-drawn and mounted on huge balloon tires for mobility, this gun can throw 95-lb. shells a distance of 14-15 miles. Top left, a demonstration of the U.S. Army's new flame-thrower.

U.S. SECOND ARMOURED DIVISION reviewed at Fort Benning, Georgia. Some 2,000 motor vehicles were on parade, including midget cars, scout cars, motor-cycles and six-wheeled trucks. Here three army planes are roaring over the parade ground. In the circle a soldier is seen in one of the U.S. Army's new camouflage suits. These suits, which are cut both as raincoats and as uniforms, effectively blend snipers into a background of trees and bushes.

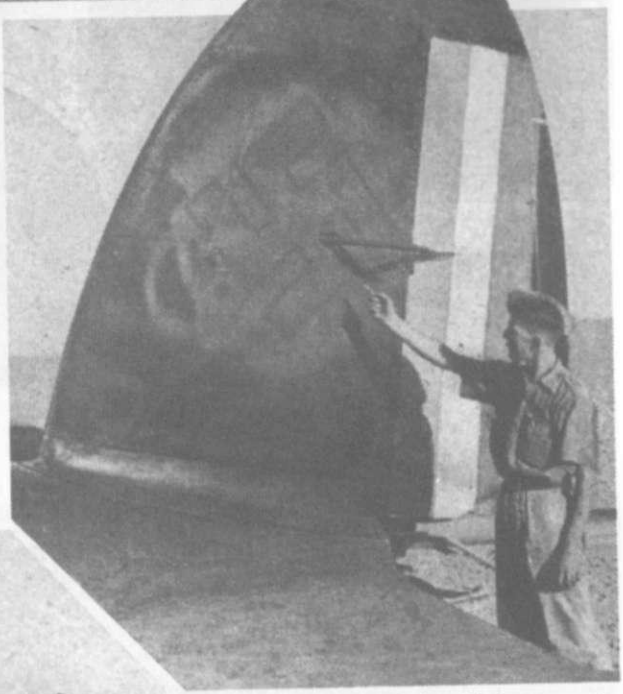
Photos, Keystone, Wide World, Planet News

In Syria the R.A.F. Were On the Job





A Bristol Blenheim releasing a stick of bombs over a target in Syria. The top photograph shows two Blenheims following the Syrian coastline on their way to attack enemy positions. A winding river with its interesting delta formation is seen as in a relief map.

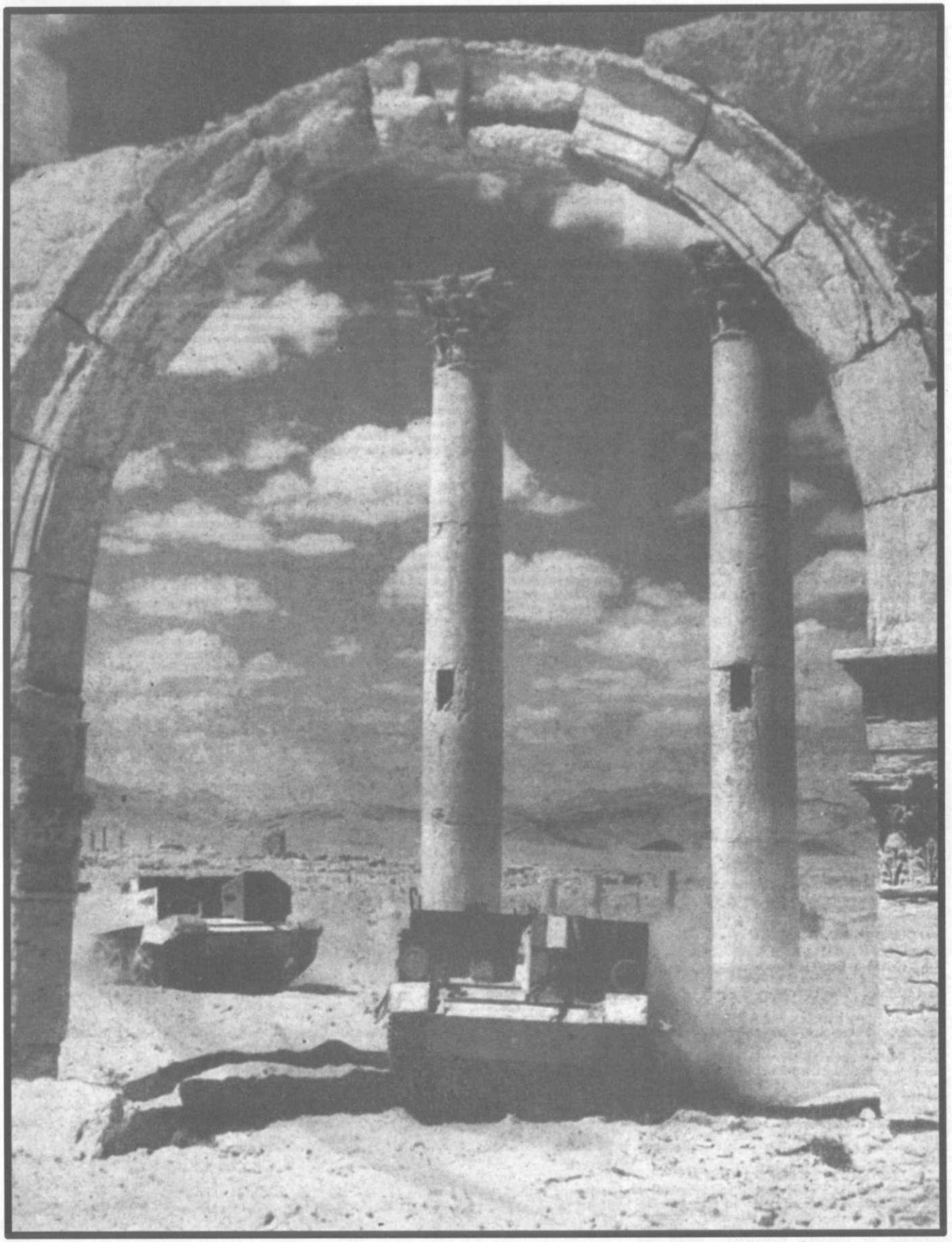


Vichy's collusion with her Nazi masters is clearly proved by this photograph of a ruined French aeroplane. A thin coat of paint bearing the Vichy markings only partly obscures Hitler's swastika beneath.

HURRICANE PILOTS who played a victorious part in the Syrian campaign. Right photograph, Vichy France Air Force General Jenneken (left), a member of the French Armistice Convention, chatting with Air Commodore Brown, Chief of the R.A.F. in Palestine, after the close of Syrian hostilities.

Photos, British Official : Crown Copyright

Roar of Battle 'mid Palmyra's Time-scarred Ruin



BRITISH BREN GUN CARRIERS, rumbling through the arches of Palmyra after it had been occupied by the Allies on July 3, strike an incongruous note as they pass beneath an archway forming part of the splendid ruins which testify to the city's former greatness, when, under the Roman Empire, it was a great commercial centre. The capture of Palmyra, said an official Vichy statement, followed a "powerful attack by a British armoured force." Another photograph of Palmyra and an account of the British advance in that sector are given in page 686, Vol. 4.

Photo, British Official: Crown Copyright

Our Searchlight on the War

DUKE OF KENT IN CANADA

FIRST member of the Royal Family to fly the Atlantic, the Duke of Kent arrived in Montreal from England on July 29. His purpose is to inspect R.A.F. training centres under the Commonwealth Air Training Plan, and his tour of every province to see the operations of the Air Force, together with visits to factories and shipyards, and a schedule of other engagements, presents an arduous programme which will engage him for about six weeks. His Royal Highness will visit President Roosevelt towards the end of August, and will also inspect the naval facilities at Norfolk, Virginia, and the Martin Aviation factories at Baltimore. The Duke, who holds a pilot's certificate, made the crossing in a Liberator, an 18-ton American four-engined bomber, one of the ferry service planes in which pilots flying bombers to this country make the return trip. He was accompanied by Group Captain Sir Louis Greig and Flight-Lieut. P. J. Ferguson. The flight took about nine hours and the Duke described it as "reasonably comfortable but very tiring."

DUKE OF KENT (bareheaded) talking to his equerry, Sir Louis Greig, before taking off on his flight to Canada to inspect Empire Air Training Schools.

Photo, British Official: Crown Copyright

GIANT R.A.F. BOMBER

MR. CHURCHILL recently visited a Bomber Command aerodrome and inspected the famous Short Stirling. This enormous aircraft has a wing span of 99 feet, a length of 87 feet 3 inches, and a height of 22 feet 9 inches. There are four 14-cylinder engines generating 1,400 h.p., which enable the Stirling, which itself weighs 35 tons, to carry more than four tons of bombs at a rate of over 350 miles per hour. "In bombers of British production alone," said the Prime Minister in the House of Commons on July 29, "we have doubled our powers of bomb discharge on Germany at 1,500 miles range." Berlin is one of the cities which has recently been punished by this terrible avenging machine.

GERMAN TRICK EXPOSED

BEIRUT suffered a good deal of bombing before hostilities in Syria came to an end, and the inhabitants were deeply resentful because residential areas had apparently been attacked in preference to military objectives. When the British entered the city they found craters and destruction in the most unexpected places, tending to show that British airmen had either disobeyed orders or been singularly unskilful in marksmanship. So an inquiry was undertaken. This revealed several curious facts. First, a 2,000 lb. German land mine had been dropped (this was examined by experts); second, two German three-engined bombers were found to have been shot down during raids; third, the city had been attacked on nights when it was known that British machines were not over the town. The only damage that could be definitely attributed to British bombs was that done to the docks and harbour works.

BRITISH SYMPATHY WITH RUSSIA

CAMBRIDGE University recently sent a cable to the Academy of Sciences of the U.S.S.R., signed by the Vice-Chancellor and seventeen professors and other eminent members of staff. It read: "Warmest greetings and support for your country's heroic fight against the common foe." In his reply the Vice-President of the Academy of Sciences said: "Soviet scientists are convinced that in joining their forces and uniting the peoples of the Soviet Union and Great Britain, they will triumph in the historic struggle for culture and liberty against Fascist tyranny." Other messages of sympathy have been exchanged by the artists of the Soviet Theatre and the British Actors' Equity Association. The Durham Miners' Association, a body both generous and practical, have informed their miner comrades at Donbass, in the Don Valley, that they are giving a donation from their political fund to purchase six ambulances—one for each of their county wards—for the Anglo-Russian Ambulance Corps. These would act as a symbol of fellowship between the workers of Britain and Russia.

TOUGH LITTLE ISLAND

WHEN Malta was attacked on July 26 by E-boats the Royal Malta Artillery put up a tremendous defence and not one of the raiding boats survived (see p. 31.) The colours of this gallant regiment bear only one battle honour, namely Egypt, 1882, but the Maltese have always been ready to take up arms against any invasion of their island. In 1565, with the Knights of St. John, they fought against the Turks; at the end of the 18th century, side by side with the English, they gave battle to the army left there by Napoleon. Today the splendid harbour batteries bear the brunt of attack by enemy sea-borne forces, while air raiders are discomfited by the accurate marksmanship of the Maltese A.A. gunners.

GEN. DAUFRESNE DE LA CHEVALERIE, commander of a Belgian Army division, who escaped from internment in Holland and has now reached England via the U.S.A.

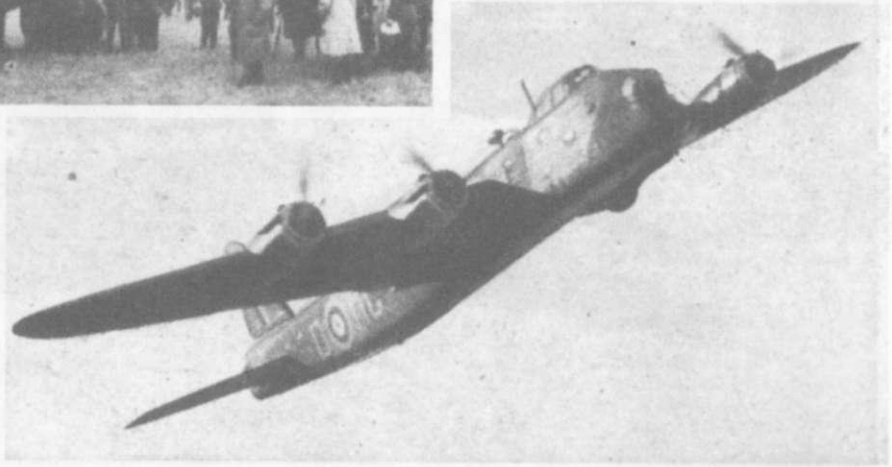
Photo, Planet News

PRESS-BUTTON S O S

ONE of the latest life-saving devices now carried in most ships is a radio transmitter powerful enough to be heard 200 miles away, and yet so compact that it is built into a suitcase which is water-tight and buoyant. The set is used if the crew have to take to the boats, and an unskilled person can send out the signal by merely pressing a button. Its value was recently proved in a practical way, for 17 men in a lifeboat were saved within seven hours, because the S O S they sent out was picked up 90 miles away.

NAZI INTRIGUES IN ARGENTINA

GREAT anger and discomfiture have been aroused among German circles in Argentina by the detention of three diplomatic bags by a Parliamentary Committee set up to investigate totalitarian activities in that country. The bags, refused entry into Peru, had been returned by the German Legation in Lima to the Embassy in Buenos Aires, and were removed from the aeroplane at Cordoba by order of the Committee and taken under guard to the Chamber of Deputies. It was later stated that they contained amongst other things a powerful short-wave transmitting and receiving set ready for use, several copies of the book "America Must Be Saved," by Theodore Dreiser, propagandist photographs and lists of German propagandist films. Tucked inside the wireless set was a code message ordering all Nazi agents in Peru and Bolivia to follow instructions issued by the four Nazi envoys in South America at their meeting in Santiago, Chile, last March. The discovery of this message proves that Argentina is the centre of Nazi organizations to promote war, revolutions and internal strife in South America



THE SHORT STIRLING heavy bomber, seen above in flight, is Britain's latest bomber. The upper photograph shows Mr. Churchill inspecting one of these giant machines during a visit to a Bomber Command aerodrome. The Stirling, which is driven by either Bristol Hercules or Wright Cyclone engines developing 1,400 h.p., has a very heavy defensive armament. The wing span of the air-craft is 99 ft. and its length 87 ft. 3 in. Undercarriage and tail wheels are retractable.

Photos, British Official: Crown Copyright

Poles and Russians Are Friends Again

Since September 1939, when, following the crushing of Polish armies by the Nazis, the Russians invaded and occupied most of Eastern Poland—territory which for the most part was included in the Tsar's dominions before 1917—Poland and Russia have been at war. On July 30, 1941, however, representatives of the two countries signed in London an agreement which, though it left many points still to be settled, united Poland and Soviet Russia in the struggle against their common foe, Hitlerite Germany.

IT was in Mr. Eden's room at the Foreign Office in London that the Russian-Polish Agreement was signed on the afternoon of July 30. Mr. Churchill was in the chair and seated at the table with him were Mr. Eden; M. Maisky, the Soviet Ambassador, and Mr. Novikov, representing the Soviet Government; and General Sikorski, the Polish Prime Minister.

There was little ceremony. First the documents (a translation of the main clauses of the Agreement is given on the right, prepared in Russian and Polish, were signed by M. Maisky and General Sikorski. Then Mr. Eden handed General Sikorski a Note, stating that "in conformity with the Agreement of Mutual Assistance between the United Kingdom and Poland of August 25, 1939, His Majesty's Government of the United Kingdom have entered into no undertaking towards the U.S.S.R. which affects the relations between that country and Poland," and giving an assurance that they "did not recognize any territorial changes which have been effected in Poland since August 1939"; to which the General handed a reply expressing the Polish Government's sincere satisfaction with the British Government's Note.

RUSSIAN-POLISH AGREEMENT

1. The Government of the Union of Soviet Socialist Republics recognizes the Soviet-German Treaties of 1939 regarding territorial changes in Poland as having lost their validity. The Government of the Republic of Poland declares that the Republic of Poland is not bound by any agreement with any third Power which is directed against the U.S.S.R.

2. Diplomatic relations will be restored between the two Governments upon the signing of this Agreement and an immediate exchange of Ambassadors will be effected.

3. The two Governments mutually undertake to render each other assistance and support of all kinds in the present war against Hitlerite Germany.

4. The Government of the Union of Soviet Socialist Republics consents to the formation on the territory of the Union of Soviet Socialist Republics of a Polish army under a command appointed by the Government of the Republic of Poland in agreement with the Soviet Government. The Polish army on the territory of the Union of Soviet Socialist Republics will be subordinated, in regard to all operations, to the Supreme Military Command of the Union of Soviet Socialist Republics, which will include a representative of the Polish army. All details as to organization, command and employment of this force will be settled in a subsequent agreement.

Protocol—As from the resumption of diplomatic relations, the Government of the Union of Soviet Socialist Republics grants an amnesty to all Polish citizens now detained on the territory of the Union of Soviet Socialist Republics either as prisoners of war or on other sufficient grounds.

London, July 30, 1941

Following the signature of the Agreement, Mr. Eden expressed the belief that it was fair and advantageous to both sides. It would lay a firm foundation for fruitful collaboration between the two countries in the war against the common enemy, and was therefore a valuable contribution to the Allied cause and would be warmly welcomed in all friendly countries, and not least by public opinion in the United Kingdom. General Sikorski declared that this was a turning-point in history. Not every question between Russia and Poland had been settled in the Agreement, but a basis was provided for useful collaboration. The future would depend on the goodwill of both sides, and they possessed that goodwill. He, too, stressed the fact that the solidarity of all freedom-loving peoples against Hitlerite Germany would provide the basis for the common victory, and in conclusion he thanked the British Government, and especially Mr. Eden, for their share in the great work. Then M. Maisky, in his turn, expressed his country's gratitude to the British Government and to Mr. Eden. The peoples of the Soviet Union, he went on, had very friendly feelings towards the people of Poland. They had a common enemy in Hitlerite Germany, against whom they would fight side by side.

This would pave the way to form a solid friendship between the two peoples in the future, when the time came to build up a new Europe, after the war had been won on the principle of self-determination of nations.

The meeting was brought to an end by a few words from Mr. Churchill. "Here, as the result of the labours of the last few days," he said, "is a pact of friendship, signed between the Russians and the Poles, whose long history has been chequered and darkened by their quarrels, whose future can be lightened by their comradeship. It is a sign and proof of the fact that hundreds of millions of men all over the world are coming together on the march against the filthy gangster Power which must be effectively and finally destroyed."

Announcing the news of the new pact to the House of Commons that afternoon, Mr. Eden declared that the signature constituted a historic event, one on which both parties were to be warmly congratulated. The House cheered the announcement, and the news of the Agreement was generally welcomed, although Mr. Zaleski, Poland's Foreign Minister in London, resigned.

Broadcasting to Poland and Poles throughout the world on July 31, General Sikorski defended the Agreement as one which was both honourable and dignified—one which could not but result in a considerable strengthening of Poland's alliance with Britain, and a tightening of her bonds of friendship with the U.S.A.

And here, to conclude, is a pregnant passage taken from a leader in London's German newspaper *Die Zeitung*. "The Russian-Polish alliance, concluded through British mediation, ends a national enmity of a century-and-a-half, and at the same time, through brotherhood-in-arms against the common deadly foe, lays the foundation for a future genuine friendship between the two great Slav peoples. It loses nothing of its value from the fact that it leaves open the question of frontier-drawing. In the economically and militarily united Europe of the future frontiers will have lost much of their old significance."

SIGNING THE RUSSIAN-POLISH AGREEMENT at the Foreign Office on July 30, whereby 200,000 Poles detained in the U.S.S.R. were freed, and an agreement was entered into on the formation of a Polish army to fight with the Russians against the Nazis. The Russo-German Treaties of 1939 dividing up Poland are now null and void. In this historic photograph those seated from left to right are Gen. Sikorski, Polish Prime Minister, Mr. Eden, Mr. Winston Churchill, and M. Maisky, Soviet Ambassador. *Photo, British Official: Crown Copyright*

Now Was Launched the Third German Offensive

When the campaign in Russia had entered its seventh week the Germans launched their third great offensive, one which they hoped (so it was believed) would carry them to Kiev and beyond. The position of the opposing armies at this critical moment in the campaign is given below so far as it might be ascertained.

HITLER'S armoured train, with the Fuehrer inside it, was reported to have arrived on August 6 in the southern sector of the vast Russian front. Germany's supreme war lord inspected his Rumanian allies and decorated General Antonescu with the Knight's Cross of the Iron Cross for his "liberation of Bessarabia." But the Fuehrer had more important business than this on hand. He had come to discuss with the puppet general and his own military chiefs what were described as the final plans for the capture of Kiev and the rest of the Ukraine. Those plans were even now in operation. For the third time in seven weeks the German armies were thrusting themselves forward in a huge offensive; and although fierce fighting continued along the whole front, particularly at Smolensk and near Kexholm on the Finnish front, it was in the Kiev sector that the Germans hoped this time to make a really effective break-through.

The switching of the German drive to the Ukraine front was indicated by the Soviet communiqué issued in the early hours of August 4, when it reported fighting in two new regions to the north and south of Zhitomir: round the railway junction of Korosten, 100 miles north-west of Kiev, and Byelaya Tserkov, 45 miles south-west of the Ukrainian capital. It seemed that General Schmidt's Panzer division had succeeded in pushing through the Russian armies in a new pincers drive, while the main body of German infantry was still held up 80 miles to the west of Kiev, in the neighbourhood of Zhitomir. The situation did not look too good for the Russians, but Marshal Budenny's armies were reported to be fighting tenaciously.

As yet only a small portion of the Ukraine had been occupied by the Germans, and that portion was still a battlefield. Early in August Marshal Budenny issued an appeal to the population in the Nazi-occupied zone, urging those who were able to handle arms to "join guerilla detachments, create new lines, annihilate the hateful German troops, exterminate Fascists like mad dogs. Derail their trains, interrupt communications, blow up dumps, see that not a single ounce of grain is left to the enemy. Gather as much as you need for the near future, and destroy the rest. Destroy plantations of industrial crops — beetroot and flax. The hour of our victory is at hand. Make every effort to fight the enemy and exterminate him." Such was the Marshal's proclamation, and it was obeyed with an eager efficiency.

But great as was the destructive work of the guerilla bands, greater still was that done by organized units of the Red Army which were still in being in the back areas. There was one Russian unit caught in Poland by the German advance, Colonel Novikov's division. In 32 days, so the Russian newspaper, "Red Star," revealed, days of raiding and fighting, they killed at least 3,000 Germans, destroyed one motorized division, captured over 300 trucks loaded with munitions, food and clothing, as well as hundreds of motor bicycles, bicycles and armoured cars. Eventually, by a combination of fighting and stratagem for 500 miles through forests and swamps, the division succeeded in crashing through the German lines and joined Marshal Timoshenko's main army.

On August 6 the Nazi High Command deemed it time to issue another special announcement concerning the course of the war. It was dated from the Fuehrer's headquarters and read out over the German wireless. As usual, the most sweeping successes were claimed. The total of Russian prisoners, it was declared, now amounted to 895,000, while there had been destroyed or captured 13,145 armoured cars, 10,388 guns, and 9,082 aircraft. "The bloody losses of the enemy, fighting with extreme tenacity and stubbornness, far exceeded the number of prisoners taken." Yet "the German forces have achieved almost superhuman feats of bravery and endurance in these battles with the bitterest enemy we have met so far." Reviews were given of the fighting on the various fronts.

In the north, Field-Marshal Ritter von Leeb's army had been allotted the task of breaking through the Stalin Line along the Latvian-Soviet border. In a daring assault the army commanded by Col.-Gen. Busch, and the Panzer group under Col-Gen. Hoeppner, broke through south of Lake Peipsi and captured Ostrov, Porkhov and Pskov. In spite of bad roads, embittered enemy resistance, and the enormous strain on the Nazi soldiers, the German left wing had been able to advance up to Narva. In Estonia, Col-Gen. von Kuechler's army had taken Dorpat.

In the southern sector, an army group under Field-Marshal von Rundstedt had had to overcome particularly difficult terrain, unfavourable weather, and the resistance of a numerically superior enemy. The armies of General Stuelpnagel and Field-Marshal von Riechenau, supported by General Kleist's tank force, had to fight their way forward beyond Zhitomir as far as the gates of Kiev, thus enabling the German forces to sweep southward on a broad front between the Dniester and the Dnieper so as to cut off the enemy's retreat and start the "great battle of encirclement which is still in progress." At the same time German and Rumanian detachments under General Antonescu had forced their way across the Pruth and driven the Russians out of Bessarabia. Since then the army commanded by General Ritter von Schobert had advanced to the north-east across the Dniester.

Red scout on horseback reporting to his commanders: an incident in the conflict in eastern Europe. Scouting in this war of "no fronts" must be a more than usually perilous part of military duty.

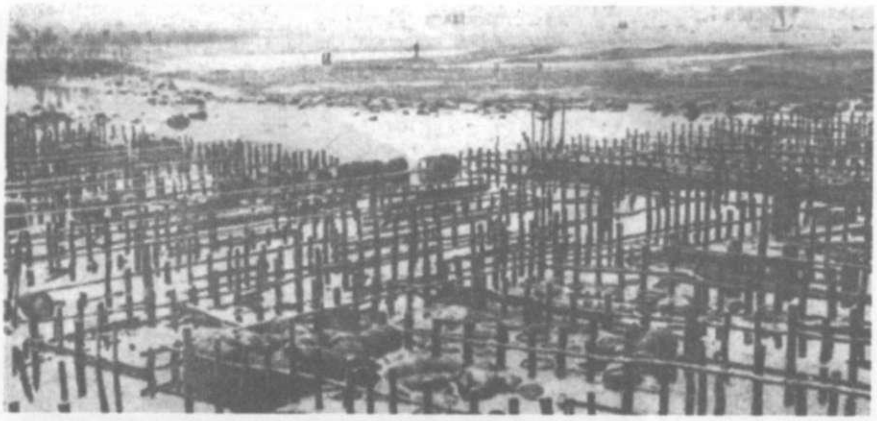
Photo, Planet News

Finally, in the central sector the army group of Field-Marshal von Bock had "gloriously concluded" the great battle of Smolensk. In almost four weeks of fighting the armies of Field-Marshal von Kluge, Col-Gen. Strauss and Colonel von Weicks, together with the tank formations under General Guderian and General Hoth, had inflicted enormous casualties on the enemy. The Air Force units under Field-Marshal Kesselring had also decisively contributed to their victory.

But, interesting as was this catalogue of Nazi war chiefs, the Fuehrer was still unable to claim any decisive advantages, nor did he say what the German losses had been, although in Berlin it was admitted that they were terrific. Early in August Mr. Lozovsky, the Soviet propaganda chief, stated that on the Eastern Front the Germans had lost already more than 1,500,000 men, and he went on to claim that the process of the disintegration of the German Army had begun. Its morale was broken, a sure sign of its nearing ruin and rout. "The Germans now explain," he said, "that the Russians are fighting fanatically and fatalistically owing to their poverty and the misery which makes life not worth living. By that token the Italians and Rumanians should be the world's best soldiers and the English the worst."

GERMAN THRUSTS into Russia are here marked with black arrows. The map shows the position at August 7.
Courtesy of the "Daily Mail"

With the Red Army on the Ukraine Front



The peculiar photograph above shows one Russian method of dealing with hostile river transport. Obstacles, placed in the River Bug, are covered by the rising tide, making navigation extremely hazardous. Right, Marshal Budenny (left), commanding the Red Army in the Ukraine sector, seen with some of his officers in the field.

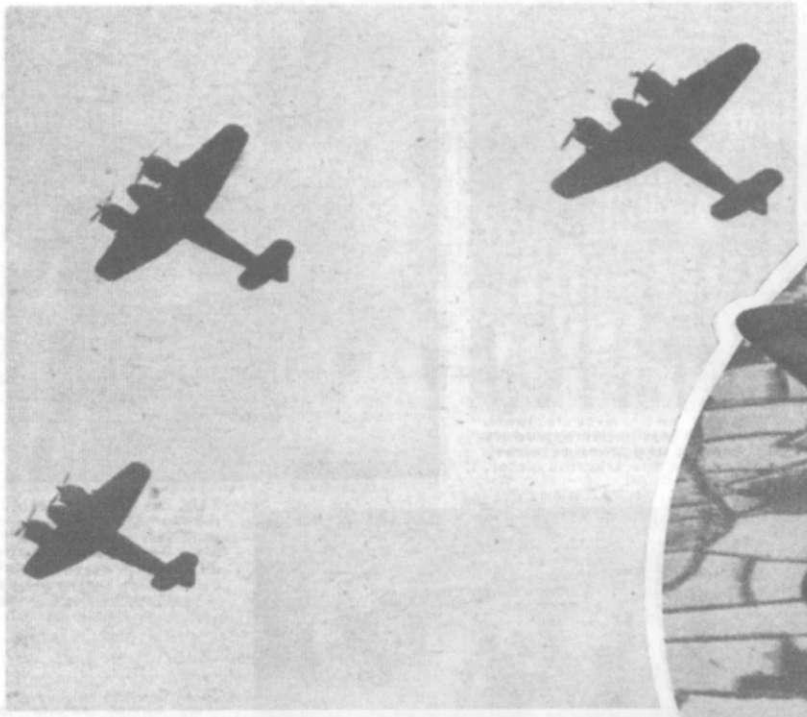
Left, a brigade commander of a Red Army tank unit examines with his men a relief model of the surrounding countryside before going into action.

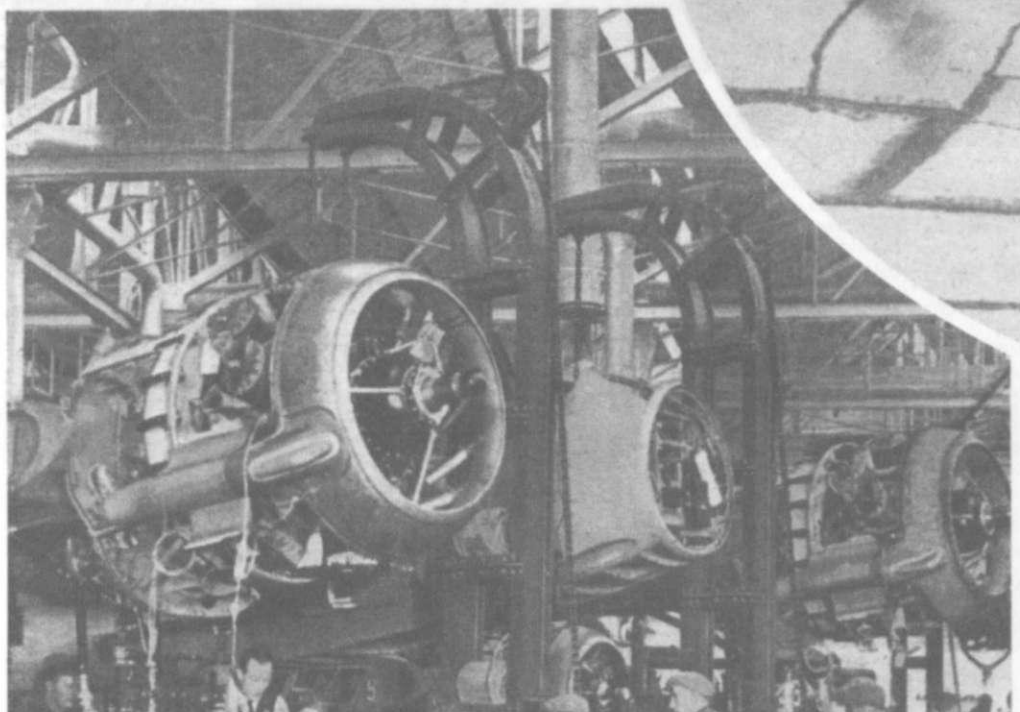
This Soviet soldier is carrying one of Russia's secret weapons, a new type of automatic rifle. With a flash eliminator on the muzzle, it bears some resemblance to the Bren gun.

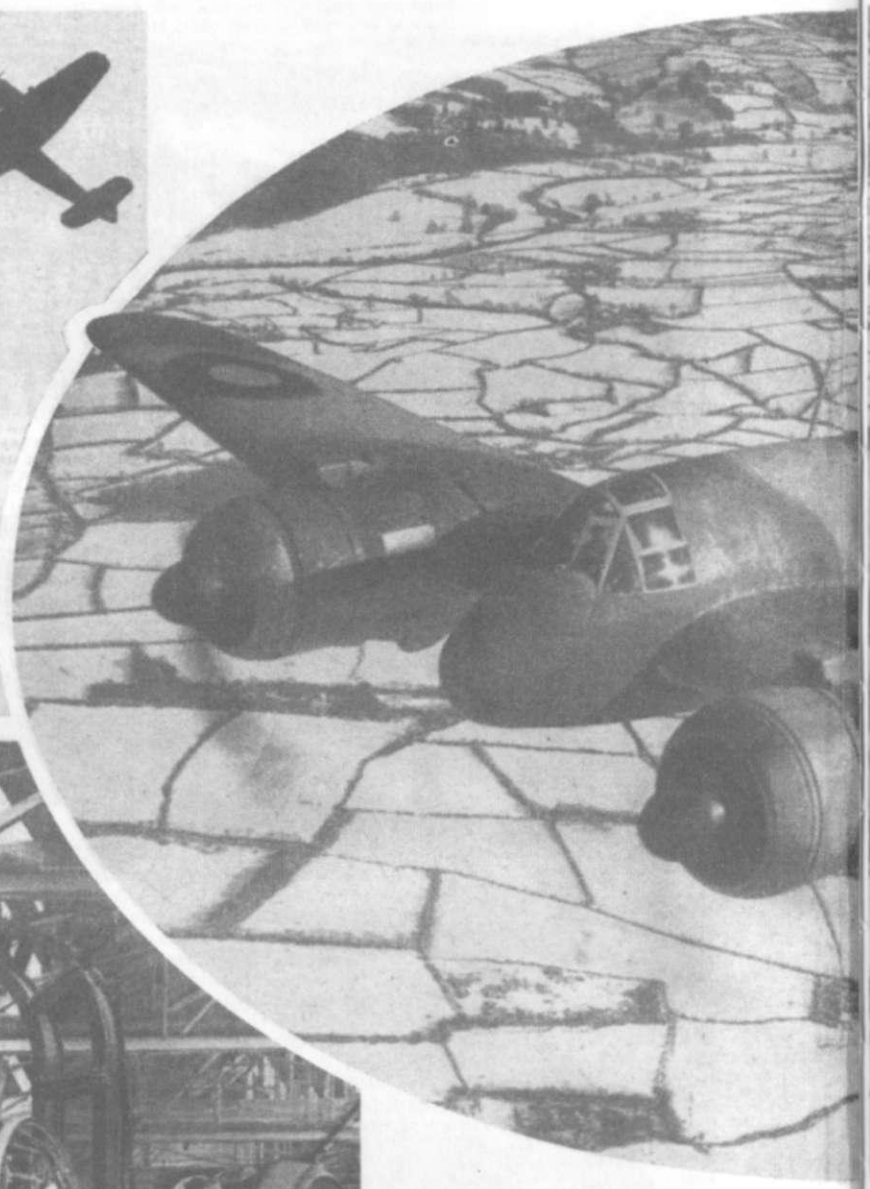
German motorized troops passing an abandoned Russian tank somewhere in the Ukraine sector.

Photos, Keystone, Planet News and Sport & General

Behold the Beaufighter, Britain's Formidable New Warplane Which Ca







THE existence of the Bristol Beaufighter was first revealed to the British public some months ago when Beaufighter pilots were credited with the destruction of a considerable number of German night bombers. Now a few official details concerning Britain's "Night fighter No. 1" have been released for publication. Though best known, so far, as a night fighter, the Beaufighter is essentially a long-range fighter aircraft and will probably be increasingly employed as an escort to day bombers. Incidentally, the aircraft which made

counter with a patrolling Beaufighter. Many a Beaufighter is said to have landed after a night engagement with the enemy, its wings and fuselage covered with wreckage from a disintegrated Nazi bomber.

SEVERAL novel features are incorporated in the Beaufighter's general design, including a new type of cabin heating system and an emergency signalling system between pilot and observer so that both can be ready, in case of emergency, to leave the machine at the same

R.A.S.C.—The Army's 'Maid-of-All Work'

In pages 594-595 of Vol. 4 we gave an account of the Royal Army Ordnance Corps. Now we tell something of the Royal Army Service Corps, on which the troops rely for their food, supplies and transport.

With the departure of the G.S. wagon into the limbo of past wars, the derisive epithet of "Ally Sloper's Cavalry" can no longer be hurled at the R.A.S.C. Not that it was ever really deserved, for the Army Service Corps (it did not become "Royal" until 1918) did fine work throughout the last war. Along with the old G.S. wagon the Divisional Train is now a thing of the past—and the R.A.S.C. has been completely reorganized.

The duties of the R.A.S.C. fall under three headings: Supply, Transport, and Barrack Services; and the Corps has been described by Major Gordon Dickson as "a very efficient combination of Mr. Sainsbury, the L.P.T.B., Carter Paterson, and Shell Mex."

Today, just as in Napoleon's time, an army marches on its stomach, and the gigantic task of feeding millions of men is one special province of the Supply branch. A division is estimated to eat 17 tons of food a day, and though this may be comparatively easy to deliver to troops stationed at home, the task of getting rations to an army constantly on the move, as in the Western Desert or Italian East Africa, is almost superhuman.

Problems of Desert Supply

In the years of stationary warfare from 1915 to 1918 it was a relatively easy task to supply the front line, but today, when mechanized forces advance rapidly, it is no easy matter to work out how the necessary supplies, both of rations and ammunition, can be got to a given place by a given time. And in the case of desert warfare the "water men" must move up thousands of gallons of water a day, chlorinate it and distribute it to men parched with the heat of battle. Ambulance men and medical supplies have to keep pace with the advance, and the signal companies, often strung over hundreds of miles of territory, must be kept going. The term "supplies" means more than food alone. It includes mails, ammunition, hospital stores and any material an army may want brought from its bases.

An instance of the difficulties which can face the R.A.S.C. in wartime is the evacuation of the B.E.F. from Dunkirk, when small boats laden with provisions and water stored in petrol cans braved undreamt-of dangers to feed the men who still waited on the beaches. And when these men were safely evacuated, the famished army which arrived back in "Blighty" had to be fed under abnormal conditions. How the R.A.S.C. rose to the occasion has been thus described by a correspondent of "The Times":

For 12 almost sleepless days and nights men from every cookhouse, workshop, and station company in the area fought the physical problems of food at the centres established at Headcorn, Faversham, and Paddock Wood. An average of 100 trains a day passed through. They halted for about eight minutes, and in that time every man—there were sometimes as many as 800—was roused from exhausted slumber and fed through the windows of the compartments.

At three hours' notice the depot baked 60,000 lb. of bread a day in their Aldershot ovens at Shorncliffe in place of the normal 20,000 lb.; another 50,000 lb. was provided by private contractors. Meat was cooked over trench fires on long spits hurriedly improvised for the purpose by the workshops; there were mountains of bread and butter on the platforms; men made tea and cut sandwiches for 24 hours a day; and, in the words of one of their officers, they knew what it was to see 5,000 eggs at a time and cook them.

As part of the Divisional organization the R.A.S.C. is divided into three companies: the Supply Column, the Ammunition Company, and the Petrol Company. The Supply Column is subdivided into two echelons, and while one of these is bringing up rations the other is busy at Railhead collecting supplies for the next day's delivery. The general principle underlying the supply system is to have two days' rations on wheels ahead of Railhead.

Since it is impossible to calculate closely the expenditure of ammunition and petrol, a different system of supply has to be adopted. The underlying principle is that front line reserves are replaced by those in the rear. For instance, as a soldier uses up his ammunition it is replaced by the Company reserve of small-arm ammunition, which draws on the Battalion reserve. This is kept replenished by the Divisional Ammunition Company, which in turn is fed from the Divisional Ammunition sub-park of the Corps Ammunition Park, lying near Railhead. The supply of petrol is dealt with in much the same way to ensure that every vehicle has a full tank before any move. The vehicles of each unit fill up from the unit reserve, and these reserves draw their supplies from a Petrol Point established by the Petrol Company lying near Railhead.

But important as these three companies of the R.A.S.C. are, with their three great systems of supply stretching out in an endless chain from bases and railheads to the forward formations, they represent but part of the vital work carried out by the Corps. There are, in addition, the mechanical transport companies, responsible for the troop-carrying vehicles of the army, the field bakeries and butcheries, the technical transport which carries the heavy bridging material of the R.E.s, and the Motor Ambulance Companies and Convoys.

Loaves by the Million

Here is what a correspondent of "The Times" saw when he visited a Divisional Supply Company where recruits were being trained under field conditions:

At the Command bakery 35,000 2-lb. loaves a day are being turned out in the great range of ovens, and the master baker, an "artist by inclination" who has practised his art in many climes during long years of service, spoke with pride of the quality of Army bread, which he said has improved since the war began. He put the number of complaints made at one in 5,000,000 lb. of bread. Over the way was the master butcher, responsible for storing and issuing 80,000 lb. of meat a day. The cutting of the Army ration from 10 oz. to 8 oz. a day saved 11,000 lb. a day in this depot alone.

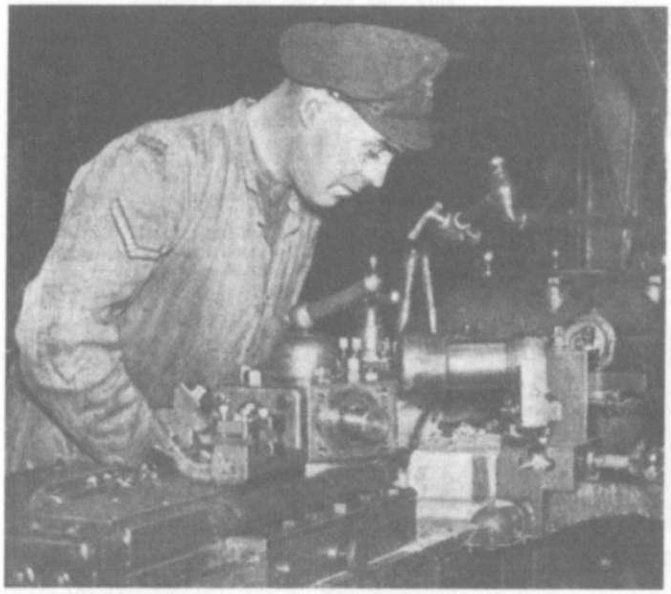
The period of training has been condensed to a minimum, yet the driving battalion I saw, receiving 120 raw recruits each week, is turning them out as qualified drivers of lorries and staff cars in nine weeks, and their first month is wholly occupied with the military training.

Some of the drill squads I watched might almost have been members of the Guards, and this excellent standard was nowhere more marked than in a detachment from the boys' battalion being drilled by a youthful little sergeant, who outbawled the sergeant-major.

This mention of the boys' battalion opens up yet another aspect of the R.A.S.C. These boys are recruited between the ages of 15 and 18. They enlist for three years, and are given ordinary schooling as well as military and technical training. The boys are trained as fitters, turners, electricians, carpenters, etc., and by the time they have finished their training have a useful trade at their finger-tips.

R.A.S.C. Drivers at one of the Training Centres in the Northern Command out on the road for driving practice in convoy. Other aspects of the Corps' work may be seen in Vol. 1, page 607 and Vol. 2, pages 85, 326 and 475. *Photo, Keystone*

'Sainsburys' and 'Carter Patersons' All in One



The sewing machine has no mysteries for the soldier trained in the art of making army necessities in fabric or canvas. Here is an R.A.S.C. "trimmer" dealing deftly with a problem of stitches and canvas.

WITH THE R.A.S.C., this lance-corporal is working on a turret lathe in the maintenance workshops at the depot. Keeping machines "fit" in modern war is no less important than keeping physically fit.

In the photograph to the right, R.A.S.C. men are guiding a pack-horse down a steep incline. Horses are kept in reserve, and frequently come in useful, for a horse can go sometimes where a machine is hindered or breaks down. Already on the Eastern Front horses have been used for transport purposes.

Beneath, spraying a car with the regulation army paint, two R.A.S.C. men are keeping the vehicle spick and span. They, incidentally, have to wear nose-protectors against fumes.

The Sergeant-Major explains what you have to do when you come to a road junction. He has all the answers and the road signs in the R.A.S.C. School of Motoring. And they don't allow L drivers to waste time, since they are expected to be efficient at the wheel after five weeks' intensive training.

Photos, Topical, Fox, Associated Press

Our Diary of the War

SATURDAY, AUG. 2, 1941 *700th day*

Air.—Docks at Kiel and targets on Dutch coast bombed by day. Fighters made offensive patrols over northern France.

Very heavy night raid on Berlin. Intense attacks also on ports of Hamburg and Kiel. Dock area of Cherbourg bombed.

Russian Front.—Moscow reported fighting in sectors of Novorzhev, Nevel, Smolensk and Zhitomir. German 137th Division said to have been routed near Smolensk. Two raiders down during another night attack on Moscow.

German High Command claimed success in Ukraine.

Mediterranean.—Enemy aircraft attacked H.M. ships off N. African coast; four bombers and one fighter destroyed by our fighters.

SUNDAY, AUG. 3 *701st day*

Sea.—Admiralty announced that British submarine had torpedoed and probably sunk Italian cruiser of Garibaldi class in Mediterranean.

Our submarines also sank two supply ships and torpedoed a floating dock near Italy.

Air.—Night attacks on industries and communications at Hanover and Frankfurt-am-Main. Calais docks also bombed.

Russian Front.—Moscow reported fighting in two new areas in Kiev sector, Germans apparently attempting pincer movement from north-west and south-west. Fighting also reported from Estonia and Smolensk.

Africa.—Squadrons of S.A.A.F. heavily attacked enemy gun positions in Tobruk area.

R.A.F. bombed shipping at Tripoli. Night attacks on Benghazi and on Berka aerodrome. Fleet Air Arm bombed aerodrome at Gambut.

Mediterranean. — Successful attack by R.A.F. on Italian fighters on ground at Reggio, Italy.

Home.—Heavy bombs dropped during day raid on south-east coast town. Enemy bomber shot down in Channel. At night a few bombs fell in east and south England.

MONDAY, AUG. 4 *702nd day*

Sea.—Admiralty announced that H.M. minesweeper Snaefell had been sunk.

H.M. trawler Norland shot down German bomber.

Russian Front.—Battle for Smolensk still regarded as crucial. On Finnish front enemy has made no advance, and there were reports that Russians were attacking. Battle in progress for possession of Sortavala, north of Lake Ladoga.

Africa.—R.A.F. bombers made night raids on Derna, Gazala and Martuba, and on enemy shipping off coast near Apollonia.

Mediterranean.—Night raid on Suez Canal area, causing damage and casualties.

TUESDAY, AUG. 5 *703rd day*

Sea.—Admiralty announced naval raid on Porto Conte, Sardinia, on August 1; seaplane bases and harbour defences shelled. Aerodrome at Alghero bombarded and later bombed by naval aircraft.

Air.—Large force of bombers attacked Mannheim, Frankfurt, and Karlsruhe. Other targets were Aachen and Ostend. Hits observed on large supply ship at Nantes.

Russian Front.—Russian communiqué reported fighting in Kholm, new point in attack against Leningrad. No change on other fronts.

Germans claimed to be widening a breach 60 miles south-east of Smolensk.

Africa.—During nights of 4-5 and 5-6 R.A.F. and S.A.A.F. made series of attacks on Benghazi, Gazala, Tmimi and Derna. Schooner sunk off Misurata.

WEDNESDAY, AUG. 6 *704th day*

Air.—R.A.F. attacked small convoy off Dutch coast; one ship left sinking.

Night attacks on Frankfurt, Mannheim and Karlsruhe. Aerodromes in Northern France and one in Norway raided. Enemy ship off Norway torpedoed by Beaufort aircraft.

Russian Front.—Third German offensive in progress, directed mainly against Kholm region in north and against Ukraine. Germans claimed capture of Kholm.

Nine German planes shot down during night raid over Moscow.

Russian submarine sank enemy troops and munition transport in Baltic.

Africa.—Third consecutive day of heavy bombing attack on Gondar, Abyssinia.

Mediterranean.—During night of 5-6 Fleet Air Arm bombed submarine base at Augusta.

Fleet Air Arm attacked convoy of six merchant ships escorted by destroyers off Lampedusa. Two freighters sunk, one probably sunk and one badly damaged.

Home.—Night raiders dropped bombs at few points in east and south-east England. Two destroyed.

THURSDAY, AUG. 7 *705th day*

Air.—Main night attack on Essen. Dortmund and Hamm were also heavily raided. Other forces bombed docks at Boulogne, aerodromes in Northern France, aerodromes and other targets in Denmark, and shipping off Dutch coast.

Russian Front.—Fighting intensified in the Ukraine. German attack towards Leningrad making little headway.

First night raid on Berlin by Russian bombers.

Africa.—R.A.F. attacked Benghazi, Tripoli, and other ports and targets in Libya.

FRIDAY, AUG. 8 *706th day*

Sea.—Netherlands Admiralty announced that Dutch submarine sank enemy supply ship in Mediterranean convoy.

Air.—Heavy night raids on naval base at Kiel and targets at Hamburg and elsewhere in N.W. Germany.

Enemy supply ships in fjord north of Bergen were bombed.

Russian Front.—Moscow reported fierce fighting at Kexholm, on Lake Ladoga, at Smolensk and in the Ukraine. Russian night bombers again reached outskirts of Berlin.

Mediterranean.—R.A.F. bombed harbour at Catania, Sicily.

SATURDAY, AUG. 9 *707th day*

Sea.—Heinkel shot down at night by minesweepers' A.A. gunfire.

Air.—Eighteen enemy fighters destroyed over France during offensive sweeps. Ten British fighters missing.

Russian Front.—Germans announced capture of Korosten, 100 miles N.W. of Kiev. Russians reported no change in areas of fighting.

German bombers made night raid on Moscow; eight shot down.

Africa.—Night raids on Libyan ports, including Tripoli, Bardia, Benghazi and Derna.

A VALENTINE TANK, the 16-ton infantry tank formerly known as the "Mark III" type, led the procession which, starting from the Mansion House, London, inaugurated the Tank Tour of the country which began on August 1. The ceremony was performed by the Lord Mayor of London, Sir George Wilkinson. Similar tours, intended to show what are being manufactured and what are wanted, started from Edinburgh, Macclesfield and Cambridge. Facing the camera, in the tank, is Captain Barker, who was in charge of the British tanks in Libya. *Topical Press*

They Have Won Honours in Freedom's Cause

Insp. Michael McHugh, P.L.A. Police, **G.M.,** for removing naval ammunition to a place of safety during a raid on docks.

P.C. Douglas Barr, P.L.A., **G.M.,** for assisting in the removal of the ammunition to safety during the same raid.

P.C. J. E. Fletcher, P.L.A., also received the **G.M.** for heroic work in connexion with this Dockland incident.

War Res. P.L.A. **Constable H. P. Odell, G.M.,** for taking part in the removal by truck of the ammunition.

Constable William Turner, the fifth recipient of the **G.M.,** for removing the ammunition under incendiary and H.E.

P.C. Edward G. Walker, G.M., for conspicuous courage and devotion to duty during several heavy raids.

Captain John Epps, Dockmaster at Millwall, **G.M.,** for courage in organizing fire-parties.

Lieut. R. E. Moore, G.C., for conspicuous courage and skill in the execution of his duties.

Gunner J. H. Clinton, of the Merchant Navy, **B.E.M.,** for skill, resource and courage.

Able Seaman S. J. Tuckwell, G.C., for great gallantry and undaunted devotion to duty.

Temp. Lieut. H. R. Newgass, R.N.V.R., **G.C.,** for setting a fine example of courage on all occasions.

Chief Officer H. Post, M.B.E., for skill, courage and seamanship in a lifeboat.

Commander L. Newman, R.N.V.R., **O.B.E.,** for exceptional bravery on convoy duties.

Captain V. Power, Merchant Navy, **O.B.E.,** for outstanding bravery and skill.

Lt.-Commander Bramwell, Fleet Air Arm, **D.S.O.,** for conspicuous gallantry.

Commander E. F. Anderton, O.B.E., for outstanding courage in connexion with his duties.

Vice-Admiral W. Whitworth, awarded the **K.C.B.** He was recently made Second Sea Lord.

Vice-Admiral H. D. Cunningham, awarded the **K.C.B.** in recognition of distinguished services.

Major H. Barefoot, R.E., **G.C.,** for carrying out hazardous work in a brave manner.

Lt.-Col. William G. Harriott, M.C., R.A., **O.B.E.,** Military Division, for distinguished services.

Col. C. M. Barber, Queen's Own Cameronians, **D.S.O.,** for meritorious service.

Corpl. J. P. Scully, G.C., for great courage and strength in saving two people trapped in debris.

Major-Gen. A. E. Percival, D.S.O., O.B.E., M.C., the **C.B.** He is the new G.O.C. Malaya.

Lieut. J. A. Langley, M.C., Coldstream Guards, **M.B.E.,** in recognition of his distinguished services.

Mrs. M. E. Bolton, Matron of Sir R. Jeffrey's Home, Eltham, **G.M.,** for rescuing two old ladies from a burning building.

Miss C. M. Heard, Liverpool A.R.P., **B.E.M.,** for helping to free a man trapped by debris, though bombs were falling.

Miss E. M. Smyth, Organizing Secretary of Women's Land Army, **M.B.E.,** for devotion to duty and great ability.

Miss W. P. Hollyer, Croydon A.R.P., **G.M.,** for remaining at her post in telephone-room though severely wounded.

Mrs. Hayes, Lady County Superintendent of Hampshire, **M.B.E.,** for distinguished services in connexion with the war.

Miss A. Eke, Women's Land Army, **Sustained Courage Badge,** for devotion to duty under bombs.

Mr. C. A. Baines, P.L.A. Docks Superintendent, **M.B.E.,** for gallant work in putting out incendiary bombs.

Mr. S. C. Farmer, Food Executive Officer, Southampton, **G.M.,** for bravery in fighting fire during a heavy blitz.

District Warden S. Woolfson, Stepney, **G.M.,** for brave rescue work when a Stepney building was hit by H.E.s.

Mr. W. H. Willson, G.M., for rescue work at Bromley when a German bomber crashed on two houses.

Mr. F. E. Marvell, of Stoke Newington, **G.M.,** for courage, initiative, and endurance when bombs were dropped.

Mr. C. D. Lindsey, electrical foreman, P.L.A., **G.M.,** for cutting off electric current under heavy bomb attack.

Are All Our Aerodromes 'Invasion-proof'?

Attacking troops in position during manoeuvres near London designed to test the defences of a fighter-station. This trial of our preparedness against invasion was inspected by Captain Margesson, Secretary of State for War, in company with the Army commanders and other senior officers.

In the photograph beneath is a camouflaged machine-gunner making use of natural cover in defence of an aerodrome. The exercise was carried out with great thoroughness, and included air-borne troop landings. G.H.Q. Liaison kept contact throughout with all "enemy" landings and movements. The successful defence of aerodromes is the essential preliminary in modern war.

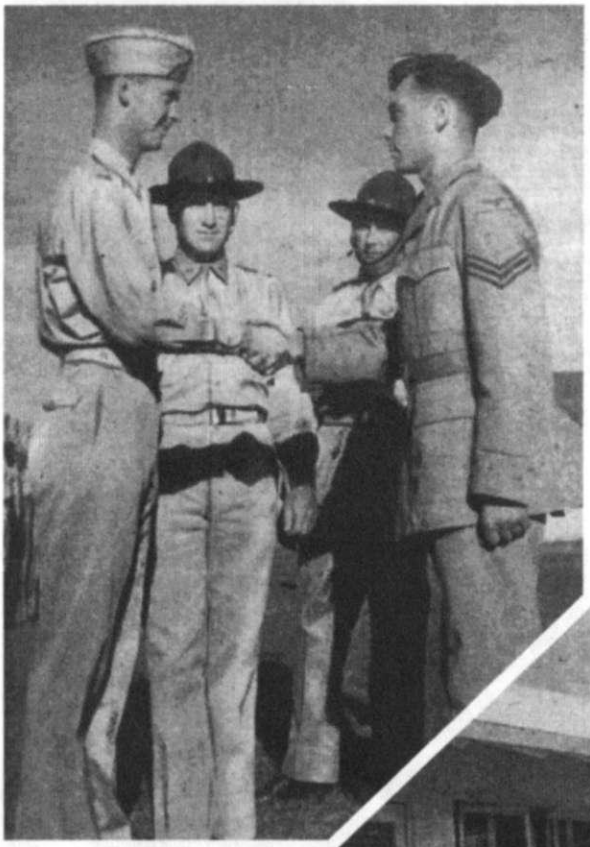
HOME-DEFENCE PATROL taking cover by a bracken-lined path. On the right, members of the R.A.F. undergoing bayonet practice in a smoke-screen. They are part of a Balloon Command Personnel stationed on the South Coast, and their duties include infantry training should they be called upon to repel invader troops who might be landed in or near airfields and stations. In the last resort such attacks must be accounted for by hand-to-hand fighting.

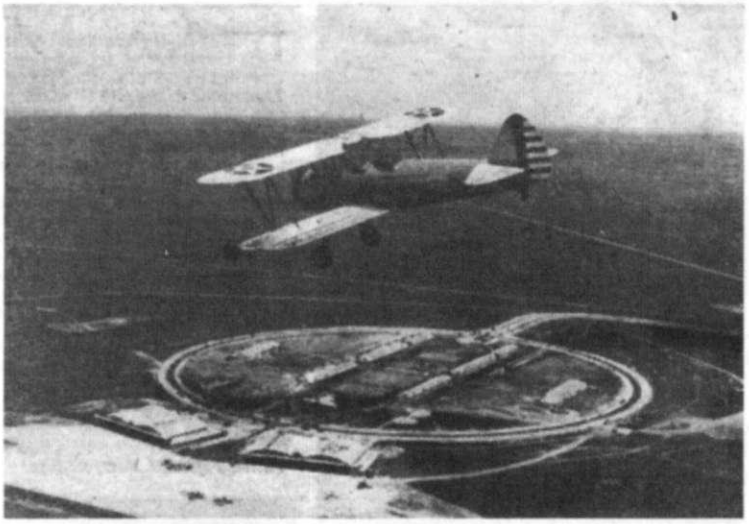
Photos. British Official: Crown Copyright; Fox

In America They're Training for the R.A.F.

R.A.F. CADETS who recently arrived for flight training at Riddle Aerodrome, Arcadia, Florida, found other mounts besides training planes awaiting them, for Arcadia cowboys were there to greet them with their cow ponies.

Group Captain Carnegie congratulates a young Flight Leader upon being the first British cadet to take off from Carlstrom Field, Arcadia. The instructor looks on.





A STEARMAN TRAINER, one of the aircraft on which British cadets in the U.S.A. will learn to fly, passing over Carlstrom Field. The Stearman Aircraft Division is now an integral part of the Boeing Airplane Co., which makes "Flying Fortresses."

Several hundred R.A.F. Cadets were recently sent to the United States for a 30 weeks' course of flight training at American training centres. One of them is seen above being greeted by his American instructor at Maxwell Field, Alabama.

Right, some of the British cadets who are doing their training in America are seeing their new quarters for the first time after their arrival in Florida.

Photos, British Official: Crown Copyright; Keystone

Should It Have Happened on Bank Holiday?

DESPITE Government exhortations not to travel except for adequate reasons, crowds travelled by train on August Bank Holiday. That some should take what was perhaps their sole chance of visiting evacuated families from whom they had long been separated was only natural; that some war workers, with no prospect of another "let up" until next Easter, should want a change is also understandable. But that thousands who travelled solely to keep up a tradition should cause valuable coal to be eaten up, disorganize the food supplies in holiday resorts, overwork the already strained railway staffs and inconvenience legitimate travellers, is nothing but disgraceful. Why, then, did the Government permit holiday trains to be run? The photographs in this page tell their own story. Holiday crowds (top) storm Blackpool Food Office for temporary ration cards. Centre right: Was it worth it? Stoking up an express (left) takes a lot of coal and many trains were duplicated. The scene at a London terminus (below) gives an idea of the crowds.

Photos, Topical, L.N.A., Keystone and "Daily Mirror"

I Was There! .... Eye Witness Stories of the War

I Saw How Moscow Took Her First Air Raid

In the fifth week of their war with Russia, the Germans began to bomb Moscow by night, having been unable to do so by day. Here the "Daily Telegraph" correspondent, A. T. Cholerton, describes the failure of the first raid on July 21.

FROM dusk to dawn last night (July 21) the Moscow region was stubbornly attacked in raids lasting five and a half hours, but although the Luftwaffe launched more than 200 planes against the Russian capital, only isolated machines actually got over the city. Casualties were slight, and although several dwelling-houses were set on fire, no military objectives or national monuments were hit.

For the most part the raiders concentrated on the use of incendiary bombs. Hundreds of them must have been dropped, and during the night I saw a number of ugly-looking fires, but they were all well under control by dawn.

My respect for Moscow's professional fire brigade was immensely increased by the night's events, and from what I saw of the amateur fire-fighting the boys made a grand job of it.

One boy on the roof opposite my house dived at an incendiary as if he had been doing it all his life, fielded it with fire-proof gloves and threw it down into the courtyard before it blazed up—a particularly risky proceeding. I saw three other incendiaries got off this roof with the same speed, and I saw two boys go at a blazing incendiary in our garden like terriers, splashing sand at it and then scooping up soil on it with their hands.

This rather aimless raid must have been made from a distance of 400 miles at least, and the bombers attacking the capital in the last hour of the raid had to fly home over the Russian lines in broad daylight.

Therefore I believe the Russian claim to have brought down 22 of the raiders. Such a raid was not worth the loss of so many bombers; it merely tickled up the Muscovites without hurting them much.

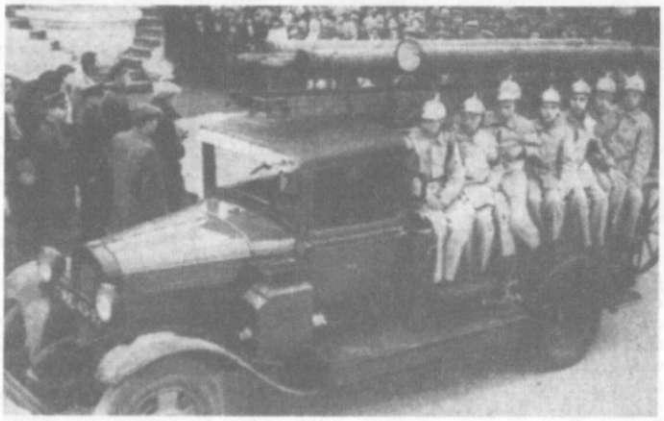
The best compliment I can pay to the people of Moscow is to say that they behaved like Londoners. It was their first raid, mind you. Those who were not fire-fighting remained perfectly calm and quiet. The fire-fighters, too, were pretty quiet, except for their rallying cry of "Tovaritschi"—"Comrades."

It was a moonless night, with an overcast sky. The German planes seemed to be flying low over the city. The first raiders dropped a large number of flares. Meanwhile the city's A.A. defences put up a spectacular display with flaming onions, tracer bullets and searchlights. The noise of gunfire was heavy and practically continuous.

When the Alert sounded the streets were immediately cleared, the police escorting people to the shelters. There was no rushing, no panic. Everybody was obliged to stay in their homes or in shelters with the exception of the fire-watchers on the roofs and the police, wardens and nurses, who remained in the streets.

Down in one Tube station there were about 2,000 men and women and a few children. Some were talking of the raid, others were already fast asleep beneath their blankets. There was complete calm and no grumbling.

Touring the city immediately after the All Clear I saw the crowds emerge from their shelters. None showed any signs of panic. Within a matter of hours workmen had cleared away practically all traces of bomb damage. Public utility services ran as usual.



Youthful firemen of Moscow, members of the Young Pioneers, who have gallantly stood the test of Nazi air raids and rendered useful help to the professional fire brigades. *Photo, Planet News*

We Flew From Belgium in an Ancient Plane

Two Belgian Air Force officers who made their escape to England in a ramshackle aeroplane navigated by home-made instruments told the following story of their adventures.

THE two officers were captured by the Germans during the invasion of Belgium, but were afterwards released. Back in Antwerp they made up their minds to get to England. One of them told the following story:

We remembered there was an old training airplane belonging to the Belgian Army in a stable.

We went to make sure it was still there. German sentries were posted close, and we had to be careful not to attract their attention. By using a pocket torch battery we were able to peep through the keyhole of the stable door, and see that the old machine was still there.

Our next step was to make false keys to open the door. Once inside we found that all the instruments had been taken out of the airplane. For months we worked at night preparing the machine, with German sentries less than 400 yards away. We procured a compass and an altimeter, and by using an ordinary chair spring we were able to make an air-speed indicator. A cheap clock served as a chronometer.

Our next task was to obtain petrol. This was easy. The Germans wanted money, and so we were able to get petrol. They had no suspicion of the use to which we intended to put the petrol. As it was not aviation spirit we had to distil it ourselves.

During our many night visits to the stable, we could often hear the R.A.F. 'planes on their way to bomb the Ruhr, while we were working on our old bus.

On the first occasion when we took it out of the stable, the carburetter would not work. Next night at about 2.30 a.m. we were able to start up the engine. Because the German sentries were so close, we dared not wait to allow the engine to warm up. Fortunately, the airplane got off the ground immediately.

We had to take off from a very small field, and we nearly crashed into the trees bordering the meadow. Over the Channel the engine began to misfire, and we came down very low over the sea. But the engine picked up again and we were just able to reach the English coast and make a forced landing in a field.—*Evening Standard.*

MOSCOW RAID DAMAGE is shown in this photograph radioed to New York and flown to London. It shows how the blast from a German bomb stripped the rear wall from an apartment house, exposing all the rooms. An eye-witness account of Moscow's first air raid, in which 22 enemy raiders were brought down, is given above. *Photo, Associated Press*

I WAS THERE!

The Dutch Waved to Us Over Rotterdam

The "bad spirit" which the Germans have admitted still prevails among the people of the Netherlands is typified in the following stories of the reception given to the R.A.F. when they bomb the port of Rotterdam.

A TWENTY-ONE-YEAR-OLD Air Gunner who took part in a big raid on Rotterdam shipping said:

The first I saw of Rotterdam was a sky-line of high cranes over the docks; fat columns of black smoke were already climbing as high as the cranes themselves from the shipping that had been successfully bombed by the first formation of Blenheims.

I was in the second formation and watched the leading squadron cross the Dutch coast in V formation, only a few feet above the sandy beaches, and people waved us on. I had expected the countryside to be flat and it was, astonishingly so, but what did surprise me was that the country Dutchmen really do wear baggy trousers and vivid blue shirts.

Nearly everyone we saw gave us some kind of cheery gesture, though one man was evidently frightened, because he crouched against a telegraph pole, and cows galloped nervously over the fields. We were so low that some of my friends brought back evidence of it; one pilot, for instance, not only cut straight through a crane cable but got a dent in the belly of his aircraft, and some red dust from the Dutch chimney-pots was stuck to the fuselage. The same pilot had evidently been corn-cutting in between the hedges, because he came home with a small sheaf of it in a niche in the leading edge of his wing.

We bombed Rotterdam at 4.55 in the afternoon. As we flashed across the docks the observer saw our ship—a bulky black hull with one funnel, I should say about 4,000 tons. We nipped across the last building, let our load drop from mast height, and we were away over towards the town.

In ship-bombing of this kind you often can't see your results, but I had a very clear view of ours this time. There was a terrific explosion and smoke and flames leapt up instantaneously. I have seen lots of these explosions by now, but this one was by far the biggest. Over to the left we saw a good many enemy supply vessels burning from the attack by our first wave, though burning warehouses obstructed our view to a certain extent. However, on our way out of the town, with white tracer whipping under us, we got a good view and could see great pillars of smoke springing up from all the other ships we had bombed.

A Dutch girl who succeeded in reaching Lisbon told of the heavy damage in Rotterdam and of the spirit of the Dutch people. She said:

The Germans admit the suspicion that British bombers have been guided to their objectives by Dutch patriots using secret radio sets.

R.A.F. planes have often been seen over Rotterdam on their way to Germany. People stand in the streets or lean out of their windows and wave to them. Hundreds of people stroll backwards and forwards over the Maas and Wilhelmina bridges solely to get a glimpse of the damage in the forbidden zone.

On nights when the sky is red from oil tank fires and the air heavy with smoke, people call to each other from their houses: "Come and look at this beautiful English sunset."

—"*The Listener*" *and Daily Express.*

THE POETS & THE WAR

XLVII

LONDON BRIDGE CANNOT FALL DOWN

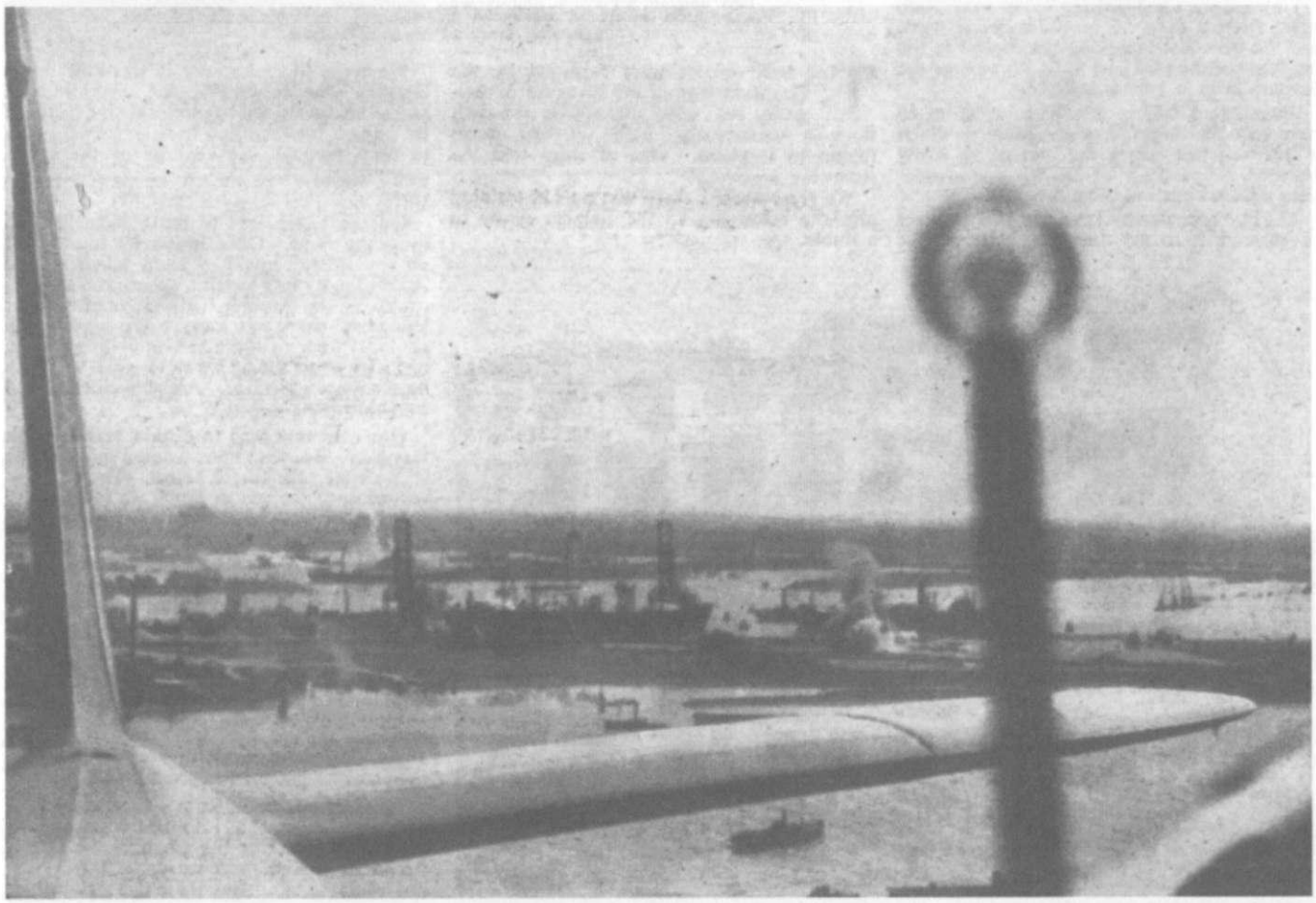
By TRAVERS GEORGE LASKEY

"London Bridge is falling down," we hear the mad Hun cry;
Each city shorn, each village torn, by terror from the sky.
False thought of victory nearly won, and losses they deny;
They have forgotten force can't win unless the spirit die.

For London Town is not a mass of iron, stone, and link,
But rather an immortal bridge of what her people think.
With greater span than built by man, with even greater goal,
And ties that stretch from shore to shore for freedom, life, and soul.

This London Bridge cannot fall down, or know another reign,
For it is built of Englishmen whose hearts form every chain.

—*The Times*



R.A.F. BOMBS EXPLODING during a daylight raid on Waalhaven, Rotterdam, when our Blenheims came down very low to attack a concentration of German shipping in Rotterdam docks. Estimated tonnage destroyed on this occasion was 100,000, and two warehouses and a factory were left in flames. The Blenheims arrived in V formation, and this victory symbol heartened the Dutch people who waved the R.A.F. on. Other photographs of R.A.F. attacks on Rotterdam will be found in pages 12-13 of this volume. *Photo, British Official: Crown Copyright*

I WAS THERE!

We Were 8½ Days in Our Rubber Dinghy

At 2.30 in the morning of July 1 an aircraft of the Bomber Command came down in the sea ; at 12.30 p.m. on July 9 the crew—all sergeants—were picked up by a rescue launch. The story of how they survived their 8½ days' ordeal is told here by the pilot.

ENGINE trouble caused the bomber to turn back from a raid on Germany. The pilot hoped to reach the English coast, but was forced to come down in the sea. He said :

When the bomber hit the water the dinghy was automatically released and the crew got out on to the wing and clambered into it. The bomber sank. We thought that we were only about 12 or 20 miles out from the English coast. Actually, we were much farther out, and in a minefield ! If we had known that, I don't think we should have been quite as happy as we were. We arranged ourselves in the dinghy as comfortably as possible and just sat there waiting for something to turn up. The wireless operator had sent out an S O S, but it was not received.

All we had in the way of signalling equipment were two distress flares. We had no compass. We had a few boiled sweets, a tin of food tablets, a few ounces of concentrated chocolate, about a pint of water and a small bottle of rum. We thought it would be only a few hours before we were picked up.

About half an hour later a bomber passed overhead on its way back to England. We tried to attract attention, but the distress flare failed to work. Occasionally, too far away or too high to be seen from the dinghy, other aircraft could be heard returning. Daybreak came, but the day passed without any sign of rescue. We dried our clothes and stripped our parachute harnesses of all metal to make them lighter. At night we lay packed uncomfortably in the bottom of the dinghy. We had ripped up the wireless operator's Sidcott suit and spread it over ourselves. We all had bad cramp and no one got any real sleep.

The next day was cloudy and there was a fairly heavy sea. The waves were washing over the side of the dinghy and we had to bale out all the time with a small canvas bag in which our chocolates and tablets had been kept. When night came again we kept two-hourly watches, two men at a time.

So the days and nights went on. We rationed our food and water. The sweets and the tablets lasted about four days. After the second day we didn't feel hungry. What we wanted was water. We began by allowing ourselves a tablespoonful each twice a day and we measured it out in the lids of the tins. I was the official measurer. After three days we cut the water down to a tablespoonful a day and on the seventh day our ration only just wet the bottom of the lid.

We still thought we were not far off the English coast. We saw house-flies and a lot of green flies, and at times we could see white specks in the distance which looked like cliffs. Sometimes we could hear the sound of motor-boat engines, and once we heard a noise under the water, which we took to be the engines of a submarine. Soon afterwards there were three violent explosions which seemed to be under the water. On the fourth day we saw three British aircraft coming straight towards us. They were low down over the water and they passed us about 200 yards away. We stood up and waved scarves and handkerchiefs and flashed two mirrors that we had. We thought at first that they must have seen us and were going on to finish a job before they came back to us. But they didn't come back and we knew that they hadn't seen us.

We were all growing beards and had a daily inspection. We made a fishing line about forty feet long, by unravelling a piece of cord from the dinghy and tying the pieces together. Then we made a spinner from a piece of tin. We could see plenty of fish, but none of them would bite. Each day we played about sluicing our heads in the sea and pouring water over each other's neck to cool ourselves off.

One day, when we were trying to see who could hold his head under the water longest, the navigator lifted his head out of the water with a terrific shout. "There's a damn great mine down here," he said. We all had a look, and there it was, covered with barnacles, one of those great big circular affairs with knobs on. We began to realize then why we hadn't seen any ships. Just after we had spotted the mine we saw three motor torpedo-boats coming straight at us, but when they were about two miles off they turned at right angles.

SGT. JAMES ALLEN WARD, the 22-year-old New Zealander who won the 7th V.C. awarded to the R.A.F. in this war. He received the award for putting out a fire aboard an aeroplane returning from a raid over Munster. When crossing the Zuyder Zee his aircraft was attacked by a Messerschmitt 110, and fire broke out near the starboard engine. Sgt. Ward climbed through the narrow astro-hatch, and, breaking the fabric to make hand- and foot-holds where necessary, he descended three feet to the wing and proceeded to a position behind the engine. In great danger of being blown off the aircraft Sgt. Ward smothered the flames in the wing and endeavoured to push an engine-cover which had been used as a cushion through a hole in the wing on to a leaking pipe where the fire originated. The peril was averted, the flight home was made possible by his great courage, and the damaged plane was landed.
Photo, British Official

We made up our minds we'd try to paddle towards where we thought the coast was. We started at 11 o'clock one morning, and kept it up till eight that night, working two at a time in half-hour shifts. The next day we had a go at it from eight in the morning till eight in the evening, but we had to keep on taking rests. The day after we tried to keep it up through the night as well, but our strength was going and we couldn't. I found then that I couldn't even stand up in the dinghy. We had to keep pumping the dinghy up with the hand pump, and we were so weak that we couldn't do more than a dozen strokes at a time. When we saw aircraft passing without seeing us, we kept on saying, "Our luck's bound to change," and each day we expected to find a ship or see the coast at dawn. Each night we could hear our bombers crossing over, and sometimes we saw them returning in the half light before dawn.

Seven R.A.F. men keeping themselves afloat in a rubber dinghy. These rescue craft are fitted with a pump, repair-outfit, distress signals, anchor, hand-paddles (being used by two of the crew) and rations. A rubber dinghy adventure is told in this page. *Photo, Associated Press*

On the eighth evening a Hampden escorted by two Hurricanes appeared from the west at 2,000 feet and then turned north almost above us. We all waved, but they did not see us. By now we were out of drinking water and our tongues were beginning to swell and crack. We rinsed out our mouths with sea water but we didn't drink any. I think another two days would have been as much as we could have managed.

At 8.20 in the morning of the ninth day a Hampden came out of the sun at about 2,000 feet and passed us a quarter of a mile away. We waved and flashed our mirrors at it. The Hampden did a half-turn, banked, put its nose down, and then we realized that we had been seen. We all joined hands and sang "Auld Lang Syne." The Hampden signalled by Aldis lamp, "Help coming." Then it dropped its own dinghy on the water about 30 yards away from us. We paddled over, got the water bottle from the dinghy and shared out the water. Then we hitched the two dinghies together and sat waiting. The Hampden had wirelessed, and it circled round keeping us in sight for four hours. Then two Blenheims came on the scene, followed by two fighters. Soon afterwards we saw a terrific spurt of foam which quickly got nearer and nearer, and then we saw a launch. When we got on board we couldn't walk without help. The boat's crew gave us something to eat and drink, and somebody gave me a cigarette, but I couldn't smoke it.

The skipper of the launch said that when he saw the dinghy the sergeants were waving their hands and shouting. When they got on board they each drank about a quart of water. I took them downstairs and suggested they should lie down on the bunks, but they said it wasn't necessary. They stayed in the ward-room for about half an hour and then came on deck and took an interest in what was happening. They all wanted tea.

The Editor's Postscript

WHERE I am writing far away from home, rarely by day, and only in slightly less degree by night, does so long a spell as ten minutes pass without the burbling of bombers in our local sky. Several aerodromes not very far away. Not one of them damaged so far; little unoffending villages here and there have had to take the Nazi bombs intended for the nesting grounds of our bombers that have produced many a headache in Germany. Over their home terrain these bombers fly so low that one is able to distinguish them with the aid of the little silhouettes which I give in the "A B C of the R.A.F."; but I'm surprised how quickly the young boys here can tell you the exact category of any machine.

IN the earlier days of motoring the youngsters of the last generation made a hobby of spotting the different makes of cars, and their successors of today have developed equal dexterity in the more exciting game of aeroplane spotting. Mention of the "A B C of the R.A.F." reminds me that this little manual very quickly became a best seller. Some two hundred thousand copies have already been bought, and there are bound to be various new and improved editions to follow. Appropriately the motto of the publishers is "The sky's our limit." But there is unfortunately another limitation—paper supply. The brilliant success of the little book, however, and its great usefulness may induce the paper controller to provide the necessary paper to enable the Amalgamated Press to meet the persistent demand of the bookselling Oliver Twists.

AWAY from London when the raids are being resumed, I'm wondering how I shall take to the wailing of the sirens on my return. My firm conviction is that we must accustom ourselves to a state of war for some years to come and carry on our lives as best we may, cherishing no vain illusions about Germany blowing up from the inside in another month or two, or that the beastly people, reinforced by the fouler elements of Vichy, Italy, Japan, Rumania, Bulgaria, Hungary and Spain (to say nothing of unhappy Finland) will not be able to stand another winter of war. An R.A.F. padre in the train in which I travelled the other day talked a lot of nonsense about an early end to the War which made me write him down as the most unreliable of sky pilots. That is the most foolish sort of optimism. Let us realize we are in for a long War, and let our every action be conditioned accordingly. That way lies Victory . . . that way only.

SO when I return to the London front in another week or so, it will be with the well-grounded anticipation of many another night of blitz to be faced with fortitude . . . not with joy or even equanimity, but with trepidation and resolution. I do not admire the bravery of the thoughtless. To know where danger threatens and avoid it as far as humanly possible is the proper attitude of mind that enables us to "take it"—a lesson I learned long ago in Chile's earthquake zone. Only the "gringos" (like myself) were at first indifferent when "temblores" occurred: the natives who had been accustomed to them and to "terremotos" all their lives were the first to run for safety. Those of us who have been caught in any of the London blitzes will be last to be found out of doors sky watching. Myself, I have faithfully practised the carrying of my gas mask, and I think I am going to find it useful one of these days.

A NEW and cheap edition of that classic of the Napoleonic wars, "Memoirs of Sergeant Bourgogne," which I read in the original long years ago, has just been published, and I am promising myself an early re-reading of it, for its graphic descriptions of the occupation of Moscow and the great retreat through the country which is again "in the news" with the clash of modern Hun and a new and unbelievable Muscovite will take on an enthralling new interest when re-read with Smolensk and the Beresina figuring every few hours in the wireless bulletins. Especially do I recall at this moment Kipling's "A St. Helena Lullaby." Perhaps you remember the lines:

"How far is St. Helena from the Beresina ice?"
A longish way—a longish way—with ten year more to run.
It's south across the water underneath a falling star.
(*What you cannot finish you must leave undone!*)

How apt is this, save that the carpet-biting paranoiac will know no St. Helena other than a cup of poison as the easy way out for the beast that he is!

MR. HARRY HOPKINS, intimate friend of President Roosevelt and supervisor of the U.S. Lease and Lend programme, left Moscow for England on August 3, after a flying visit during which he conferred with M. Stalin and members of the Russian Government and staff. *Photo, Topical*

IN these days when so much of our news bulletin is unintelligible unless checked up on the largest scale maps to which we have access, it is worth reminding readers that where the maps are based on Mercator's projection we can go greatly wrong in our notion of territories the nearer we follow the news toward the poles. Mercator's method of representing the globe on a flat and square area can be compared to cutting the skin of an orange into segments, after splitting it down one side and leaving it unbroken along the middle (or equatorial latitude). When this is done the North and South poles, each of which may be regarded as mere spots affording footage for just one person, become co-terminous with the equator! Thus Greenland, Arctic America and Russia as shown on a Mercator map must be grossly distorted and look many times vaster than they are in reality.

THIS convention of cartography should be borne in mind when map-reading, and the perpendicular lines of longitude that intersect the horizontal lines of latitude are to be thought of as all curving towards the poles where they would eventually unite. There are various other projections in use, but one only, the Equal Area projection, which is usually drawn in the form of two wide ovals like two halves of an orange skin flattened out without splitting them into segments, shows the areas of the world's geographical divisions in approximation to their actual dimensions. The Dominion of Canada on an Equal Area map and on a Mercator are two very different things. It would take all my space to make this quite clear to the uninitiated, and as I'm writing where I have no choice of maps at hand I am attempting only to touch upon the misleading nature of the old Mercator projection, which I have seen much in use lately, with the northward movement of the War.

QUITTING London and the South for a much needed respite in another part of England where unusual heat has given way for the greater part of two days to rain, I have had another reminder of the protean attainments of the English climate. Not in years have I witnessed such needless wealth of water. "And the Rains Came!" After a few days of excessive heat we have had a genuinely tropic display which has been maintained for nearly two whole days at the intensity of rain artificially produced for film scenes—you know what I have in mind. How seriously such sudden changes would have thrown a tank division out of its stride I cannot guess, but I feel sure that a few days of unremitting downpour such as we have had here would make a mighty difference to the mobility of these mechanical monsters and might easily bring disaster where a day or two earlier all had looked set for success.

JOHN CARPENTER HOUSE.
WHITEFRIARS. LONDON E.C.4

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